

AUTOSPORT

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EVERY FRIDAY

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BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE M.C.C. "DAILY EXPRESS" 1,250 MILES NATIONAL RALLY. FULLY-ILLUSTRATED REPORT
THE TV TRIAL : TWO- AND THREE-WHEELERS ON PARADE - WEEK-END SPORTING EVENTS

JOHN BOLSTER

H. A. O'BRIEN

V. A. FOX

"AENEAS"



successes from 130 international races

**94 placings 1st 2nd & 3rd
fastest time of day
& new class records
were obtained on complete
or part GIRLING
installations during
the 1951 season**

GIRLING

THE BEST BRAKES IN THE WORLD



— ARE WAY OUT AHEAD — →



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 21

November 21, 1952

Managing Editor: GREGOR GRANT

Assistant Editor - C. POSTHUMUS
Chief Photographer - GEORGE PHILLIPS
North of England - FRANCIS N. PENN
Continental Correspondent - GERARD CROMBAC

CONTENTS

	Page
Pit and Paddock	654
Sports News	655
The TV Trial	656
Carrera Pan-Americana	657
John Bolster Tests the Vincent "Black Shadow" Motor-cycle	658
Two- and Three-Wheelers on Parade	659
Scotch Corner, by "Aeneas"	662
BMW-M.G., by V. A. Fox	663
The M.C.C. "Daily Express" Rally	664
Correspondence	674
News from the Clubs	676

NOTICES

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EDITORIAL

MR. ROBERT BAIRD'S very generous offer to contribute £1,000 for a new British racing engine, if promise of sufficient public support was forthcoming, has so far met with a poor response. Despite continual moans concerning the lack of a suitable power-unit, the motor-racing public has not bothered to display anything in the way of enthusiasm for such a practical scheme. It is possible, of course, that the example of B.R.M. has made enthusiasts chary of supporting anything in the way of a co-operative effort: but it should be pointed out that Mr. Baird's original idea was to attempt to gauge the amount of support which would be forthcoming for such a venture—not necessarily a co-operative one. Obviously a scheme such as this cannot be allowed to have such a lukewarm reception, and AUTOSPORT makes a plea to every reader of this Journal who is interested in creating an entirely new British racing engine, to write to Mr. Baird, *Belfast Telegraph*, Belfast, N.I., giving a promise of support—no matter how small—in order that plans may be made to go ahead with the full scheme. Time is getting short; delays are fatal to any such enterprise. Already one prominent designer-builder of racing-cars has offered to produce a new engine if sufficient funds can be guaranteed. It is more than certain that support from certain quarters of the industry would be forthcoming—provided that evidence of a desire on the part of the public to do likewise could be produced.

* * *

IN this issue John Bolster describes some of the notable exhibits at the Earls Court Motor-cycle Show, laying particular emphasis on the three-wheelers to be seen there. That there is a very real need for a light, utilitarian and economical motor vehicle in this country cannot be doubted, and these modestly powered machines—the Bond, the Reliant and the new A.C. Petite, offering, as they do, a motorist's protection at motor-cycle costs, are an effort to fill that need.

It is, we feel, a considerable injustice, therefore, to impose on these vehicles a 66½ per cent. Purchase Tax on top of the basic price, thus negating their very object—to provide cheap travel. The P.T. on a motor-cycle or combination is 33½ per cent., yet the would-be owner of a three-wheeler must pay the same tax as a car costing twice as much. To rub salt in their manufacturers' wounds, the exhibition of three-wheelers at the Motor Show is not permitted, and they are compelled, therefore, to display their perforce expensive wares amongst the motor-cycles which enjoy a half-rate tax. It would seem that the Customs and Excise authorities value the added safety and protection afforded by a three-wheeler very highly indeed, but we suggest an alleviation of the P.T. burden would be little more than justice to the buyers of this modest class of vehicle.

OUR COVER PICTURE

STAR TURN: Dr. Charles and Molly Hardman with their Dellow on the stage of the Dome, Brighton, after winning the M.C.C. "Daily Express" Rally.



Mr. David Brown, Aston Martin chief, Peter Collins, and Mr. and Mrs. P. A. Collins, during the recent party given at Shatterford Grange to celebrate Peter's 21st birthday.

PIT AND PADDOCK

BILL MILLIKEN drove the ex-Butterworth, Steyr-engined A.J.B. at the Autumn Watkins Glen races in the U.S.A.

PROTOTYPE of a new small sports-car is rapidly nearing completion in the North Midlands. It will be powered by an air-cooled, 650 c.c. vertical twin engine.

NINIAN SANDERSON and Alex McGlashan plan to take part in several Continental races next season with their Norton-powered Coopers.

BBETTER BOOKS, LTD., Charing Cross Road, London, have produced a comprehensive Motor Racing Diary, priced 6s. 10d.

JOHAN MORGAN tells us that the J.B.A.R.C. will definitely stage the International Nine Hours Sports-Car Race at Goodwood in 1953.

STIRLING MOSS recently completed some very satisfactory test laps with the 1953 Cooper-Bristol at Goodwood.

PETER HENNESSY, bearded driver of an Invicta in the M.C.C./Daily Express Rally, was the cameraman responsible for some excellent shots from a hoverplane of the 1951 Monte Carlo Rally.

JUAN MANUEL FANGIO and José Froilan Gonzalez will again race in Europe in 1953—probably with Maserati. Fangio may also drive for Mercedes-Benz in sports-car races.

THE Ancey Sporting Trial last June was so enthusiastically received by the French public, that it will be held again in 1953. Another French club is desirous of holding an event of this type and details will shortly be announced in AUTOSPORT.

MONSIEUR Tony Lago has plans for a new 2½-litre Talbot for the 1954 Formula.

A small section of the hundred or so M.G.s which took part in the first annual Reno Sports - Car Rally, organized by the sports-car clubs of Northern California. British-style club events are becoming extremely popular in U.S.A.

FOLLOWING fare reductions on Silver City Airways cross-Channel flights in September, nearly 1,500 cars have been flown over to France. The new rates make a drive to the Continental winter sports an economical proposition.

FERRARI are producing a 300 c.c. twin cylinder "baby", it is reported, to be called the "Ferrarina".

MICHAEL LAWSON's Lotus II has been purchased by Major E. W. Beaumont of Lurgan, Northern Ireland. The new owner intends to compete with it in Irish trials and sprints.

DESMOND SCANNELL has practically completed arrangements for the mammoth B.R.D.C. Jubilee Ball which will be held in the Royal Festival Hall, London, on 12th December.

SPORTS-CAR racing in U.S.A. and Canada will receive a tremendous fillip if, as rumoured, Detroit is going ahead with production plans for new high-performance vehicles. According to the American magazine *Road and Track*, works participation in events by fully-sponsored factory teams is not impossible.



SPORTS-NEWS

MALAYAN MILE

At the Lornie Mile sprints, organized by the Selangor Motor Sports Club on 26th October, Bill Ferguson, Perak rubber planter, scored another win with his ex-Alan Rippon 996 c.c. Cooper-J.A.P. His time over the winding course was

AUSSIE ATTRACTION: (Right) David Stephenson, of Nunawaling, and his home-built Special, surrounded by Australian glamour, at a meeting at Templestowe.

(Photos, Herald Sun, Melbourne.)



(Left) The car in action. It has a twin-cylinder J.A.P. engine, mounted behind the driver and astride the chassis. 100 m.p.h. was reached in tests.



48.44 secs. An Aston Martin DB2 driven by Dr. S. C. McPherson broke the 1,501-3,000 c.c. sports-car record with a run in 56.5 secs. R. A. Pitt (XK 120 Jaguar) won the unlimited class, and F. H. G. Wagner (Jowett), L. H. Chan (Citroën), Saw Kim Thiat (M.G. TC) and G. F. Stoks (Jaguar) were other class winners.

THE DAZZLE PROBLEM—A NEW APPROACH

THE A.D.A.C., Germany's premier motor club, fully cognizant of the dangers of dazzle to road users at night, are arranging a demonstration of a new anti-dazzle system at the Nürburgring on 24th November.

Methods of polarization of the headlights hitherto employed have resulted in an inordinate consumption of current, and the new German system, while retaining long-range lights as usual, includes extra polarized anti-dazzle lamps which, with a special dimmer affixed to the windscreen, or by means of special spectacles, eliminate the effect of bright light on the eyes yet practically double the effective vision, as compared to anti-dazzle systems used up to now.

CRYSTAL PALACE RACING

SHOULD the plans of the L.C.C. Sparks Committee proceed as anticipated, London should see motor and motor-cycle racing again next year at Crystal Palace for the first time since 1939. Following the preliminary investigation earlier this year, when several 500 c.c. drivers tried out the circuit before a "panel" of L.C.C. and R.A.C. officials, including Earl Howe, it was agreed that the noise of racing was not such as seriously to inconvenience local residents. It is also considered that the original two-mile circuit, as used by the Road Racing Club before the war, could, with advantage, be

modified by the elimination of several bends, making a faster, if slightly shorter, lap, and it is therefore proposed to cut a road straight across from the lake turn to the starting area beyond Stadium Dip.

Negotiations by the L.C.C. are continuing, and no definite statement regarding 1953 racing can be issued as yet. On successful conclusion of arrangements, however, it is hoped that up to half a dozen meetings (cars and/or motor-cycles) will be promoted. The course in its revised condition should be very suitable for modern Formula 2 and Formula 3 racing-cars.

★
AS IT WAS: The two-mile Crystal Palace circuit in its pre-war form. It is proposed to eliminate the wiggly centre section by cutting a road straight across from Fisherman's Bend straight across to Stadium Curve.



General view of the start, showing the B.B.C.'s Mobile Television equipment. Nine cars represented teams from the South, Midlands and North of England.



The sections all included vicious humps which caused cars to be airborne for many feet, making spectacular subjects for televising. In the early stages it looked as though the Northern lads were going to run away with the event, but the South fought back to provide a dramatic finish.

Lawson's Lotus packed up after the first hill, but the trouble was quickly diagnosed as a faulty fuel pump. This was duly changed and the car regained its healthy exhaust note—much to the relief of the Southern contingent.

A system of flag-signalling enabled "Goff" Imhof and Raymond Baxter to obtain accurate information from London M.C. marshals as to actual positions. Thus, when the teams tackled the last hill, it became obvious that there would be a close finish. As it so happened, after eight of the nine cars had completed their climbs, there remained Mike and Margaret Lawson in Lotus to make the attempt. Position was: North, 35 points; South, 30 points; the Midlanders being very much also-ran.

Lawson's Fine Effort

Lawson had to make five points to draw, and a clean climb to win. Lotus rose to the occasion, and Mike Lawson, most experienced of all drivers taking part, went up non-stop to collect 10 points and make sure of the TV Trophy. Best individual performance was put up by Cuth Harrison (Harford).

It may interest TV viewers to learn that the excellent close-up shots which they saw on their screens were made possible by the use of special telephoto camera lens, used at distances of up to 200 yards, which magically penetrated the fog.

THE TV TRIAL

Mike Lawson (Lotus) Prominent in South of England Victory in Novel B.B.C. Event — Cuth Harrison (Lotus) Makes Best Individual Performance

As viewers will agree, last Saturday's experiment of running a team trial specially devised for televising was a great success. It was a triumph for the B.B.C. technical staff who, despite fog and rain, worst enemies of outside TV broadcasts, put over first-rate pictures. The event was produced for televising by Bill Duncalf.

The actual idea came from a demonstration of trials-driving which was given by Godfrey Imhof and Ken Wharton on a TV programme a couple of years ago. Imhof proposed that a special trial should be laid on for the benefit of viewers, and the B.B.C. concurred. Not only did the Corporation go to a great deal of trouble over the technical problems, but presented the principal trophies, including a beauti-

Tony Rumfitt, Mike Lawson (with TV Trophy) and Wally Waring of the victorious South team.



fully made replica of a TV camera.

Venue for the trial was the Chilterns, near Wendover, and four hills were chosen on land shortly to be developed by the Forestry Commission. Three teams represented North, South and Midlands, comprising Cuth Harrison, Maurice Wilde and Reg Phillips (North), Wally Waring, Tony Rumfitt and Mike Lawson (South), and Ken Rawlings, Lew Tracey and Bill Sleeman (Midlands).

RESULTS

1, South of England: Wally Waring (W.H.W.-Dellow), Tony Rumfitt (Cotton), Mike Lawson (Lotus); 40 points. 2, North of England: Cuth Harrison (Harford), Reg Phillips (Le Tont), Maurice Wilde (Ford); 35 points. 3, Midlands: Ken Rawlings (Buttercup), Lew Tracey (Dellow), Bill Sleeman (Sleeman); five points.

Best Individual Performance: Cuth Harrison.

CARRERA PANAMERICANA

Strong European Entry for Mexico's Pan-American Road Race

Two days ago, on 19th November, over 70 sports and production-type cars set off on the gruelling 2,000-mile Pan-American Road Race from south to north of the State of Mexico, starting from Tuxtla Gutierrez, 160 miles from the Guatemalan border, and heading for Mexico City via Oaxaca and Puebla; thence to Durango via Leon, then through Parral and Chihuahua to the final goal, Ciudad Juarez on the United States border; a five-day marathon through cities and across plains, over tortuous mountain roads, desolate cattle lands and arid desert, and, finally—paradoxically—over a long, smooth straight highway, where cars easily top 100 m.p.h. average as they race along the final stage to the finish on 23rd November.

The Pan-American Road Race, curious mixture of Targa Florio, Mille Miglia and Avusrennen that it is, is only in its third year, yet already it has achieved remarkable international fame—1950's winner was Hershel McGriff of the U.S.A., driving an Oldsmobile; last year the Ferrari dominance in international events spread across the Atlantic to the far west, and Taruffi and Ascari took first two places.

This year the race is divided into two categories, for sports and stock-cars, and the outright winner will undoubtedly come from the former class, in which open or closed bodies, superchargers, and many engine and chassis modifications are permitted. Ferraris are again present, and in greater force this time, with the specially developed "Mexico" models and a formidable range of first class drivers, including Ascari, Villoresi, Bracco, Cornacchia, Luigi Chinetti and the Americans Phil Hill and Jack MacAfee.

They will be facing a new challenge, flung down by Germany, who have sent a team of the formidable Mercedes-Benz 300 SL models—the type which won at Le Mans, at Berne and at Nürburg. Drivers are Hermann Lang and Karl Kling in saloons, plus that promising American John Fitch, in one of the open-cars. Porsche are also represented, with two cars, and France, lacking Louis Chiron and his Delahaye of yesteryear (he is following the race in this car for French Press liaison),



ENTRIES

Sports-Car Class

Ferrari: A. Ascari, L. Villoresi, L. Chinetti, F. Cornacchia, G. Bracco, B. Ruiz, P. Hill, P. Aguilar, J. MacAfee. **Mercedes-Benz:** H. Lang, K. Kling, J. Fitch. **Gordini:** R. Manzon, J. Behra. **Lancia:** F. Bonetto, G. Cabianna, U. Maglioli, E. Peredo. **Porsche:** Count von Berckheim, F. Metternich. **Jaguar:** F. L. Hern, D. Ehlinger, S. Letona. **Cadillac:** F. D. Mejia. **Skoda:** O. Cepeda. **Supremo Spl:** G. Estrada.

Series-built Class

Chrysler: J. H. Unser, O. Gray, P. Kirkwood, A. Alvarez, C. D. Evans, R. Russell, A. Moran. **Hudson:** S. Chavez, E. Fluchaire, S. de Zulueta, M. Teague. **Oldsmobile:** O. Perez, S. Barragan, F. C. Loza, M. L. Meneses, J. A. Soiana, H. R. Palacio, O. Yunes, J. Rathman, A. Matamoros. **Cadillac:** P. Ibarra, A. P. Rojas, G. Giron, M. D. Kirby. **Packard:** J. Trevoux, T. Francis, R. Corona, O. B. Estrada, F. R. Maciel, C. Flores, J. Limon. **Ford:** R. Anza, H. S. Fleming. **Mercury:** F. de Leeuw. **Lincoln:** D. Carter, J. Mantz, T. Ruttmann, W. Faulkner, R. Crawford, C. Strang. **De Soto:** A. Acar, N. Nash, R. Christie. **Jaguar:** G. Vincent. **Unspecified:** R. Korf, W. A. Poston, A. Cagnasso, W. Sterling, H. McGriff, A. Rachid, A. Diaz, E. Chafardet.

are instead represented by two of the very fleet 2.3-litre Gordinis, of the type recently track tested for AUTOSPORT. Drivers are Robert Manzon and Jean Behra. Four Lancias have been entered, with Bonetto, Cabianna and Maglioli coming from Italy to drive; a Skoda from Czechoslovakia is running, as are three privately owned Jaguars, one driven by Douglas Ehlinger, who led last year's race in a Packard during the second of the seven stages.

The stock-car category has drawn an entry of 54 cars, of which all

but one—a Jaguar—are U.S.-built. Amongst their drivers are Troy Ruttmann (Lincoln), 1952 Indianapolis winner and a prominent runner in last year's Pan-American race, Jean Trevoux with a Packard, Walt Faulkner (Lincoln), Duane Carter (Lincoln), Jim Rathman (Oldsmobile), Marshall Teague (Hudson) and Hershel McGriff and Bill Sterling, both with unspecified makes. The regulations stipulating the use of single carburettors only in the stock category have been modified, and it is expected that a number of the "X"s will turn out to be Mark VII Jaguars.

Owing to the unprepared condition of the roads and difficulties of accommodation for the drivers and mechanics, the starting point originally fixed for this year's race, El Ocotal, is not being used, and Tuxtla Gutierrez reinstated.

ITALIAN CHAMPIONSHIP

ALREADY Champion of the World for 1952, Alberto Ascari, Ferrari No. 1 driver, has now been proclaimed the year's Racing Champion of Italy. His 11 victories in the season's international events were scored at Syracuse, Pau, Marseilles, European G.P., French G.P., British G.P., German G.P., Comminges G.P., Dutch G.P., La Baule G.P. and the Italian G.P., an unparalleled sequence of successes.

AT a recent board meeting of Alodge Plugs, Ltd., Mr. Victor Martin-Jones, technical sales manager, who has been with the firm since 1938, was appointed an executive director of the company.

JOHN BOLSTER TESTS

THE VINCENT "BLACK SHADOW"



ATOM BOMB ON TWO WHEELS: John Bolster sets off on a 125 m.p.h. British motor-cycle which, in standard trim, can better the performance of many stripped racing-cars. The Vincent will accelerate from a standstill to 100 m.p.h. in 21 secs.

REGULAR AUTOSPORT readers may rub their eyes a little at the subject for this week's road test. It is perfectly true that this is not a motor-cycle magazine, and that we normally deal only with those machines that have a wheel on each corner. Nevertheless, many people are aware that Great Britain produces a standard sporting bike which has, in road trim, a better performance than most stripped racing-cars. "What can it be like," they wonder, "to handle so much power on two wheels?"

It was to answer that very question that I took over a Vincent "Black Shadow" recently, and it certainly provided me with some crowded hours of glorious life. I think that it will perhaps be most instructive if I write of my experiences from the car-driver's point of view, and should my comments appear somewhat naïve to the dyed-in-the-wool T.T. brigade, they have my apologies in advance.

Power Unit Forms the Frame

The Vincent is unique among motor-cycles in being "frameless". The engine-gearbox unit acts as the main structural member, and forms practically the whole machine, except the wheels and their suspension units. The big V-twin engine is supported from its cylinder heads by a girder that runs through the petrol tank, and this helps to make it very light and compact for a "1,000".

The power unit has light alloy heads, with shrunk-in valve seats, and valve operation is by short pushrods and rockers. The cylinders are offset, so that a forked connecting rod is not required, and roller big-end bearings are employed. There is a dry sump lubrication system.

A triplex chain of $\frac{3}{4}$ in. pitch takes the drive to the patent servo clutch and ultra-close ratio gearbox. Transmission to the sprung rear wheel is via a single $\frac{3}{4}$ in. by $\frac{3}{4}$ in. chain. Suspension, front and rear, is by hydraulically damped helical springs. The right-hand lever operates the front brakes, and the left-foot pedal the rear. Both wheels have two large ribbed drums apiece, so the lining area is relatively enormous.

"My" Vincent has a racing bottom gear of 7.2 to 1 ratio, instead of the normal 9.1 to 1 "cog". As the clutch is rather positive in action, it is easy either to stall the engine or to take off with embarrassing rapidity. Furthermore, the very narrow handlebars do not provide much leverage for low speed manoeuvres, and so, to the unaccustomed rider, the machine is a bit of a handful in traffic. The engine is not particularly flexible by car standards, and the kick starter requires both strength and knack to operate.

On the open road, one entirely forgets such things, for when one gives the big motor the gun, everything happens at once. It will be observed from the data panel that 100 m.p.h. comes up quite as quickly as does 60 m.p.h. in many fast cars. In consequence, one sees a three-figure speed on even the shortest straights, and actually the makers suggest "the ton" as a continuous cruising gait. Since that pace is well within the compass of the superb third gear, one flicks negligently into top and tries for some real speed.

At 100 m.p.h., the Vincent rides as well as a very good car. Above that figure, however, things begin to get a bit tough for the mere car-driver. The wind becomes almost solid, and tries its level best to drag the rider off, so that the strain on his arms is considerable. The road starts to get jolly narrow, too, till one feels as though one is riding along a thin plank. As one emerges from the shelter of woods or hedges, and is struck by a gust of wind, the effect on stability is very marked indeed. No doubt that would all be kid-stuff to Geoff Duke, but to a sober old gentleman like myself it is a pretty memorable experience.

Deceptive Speed

A very odd characteristic of this machine is the astonishing difficulty one has in judging its speed. The engine never seems to be working hard, and the wind carries the song of the exhaust away behind. In consequence, any velocity between 60 m.p.h. and 100 m.p.h. feels about the same, and great are the opportunities for misjudgment. I found it advisable to keep a pretty close watch on the large and accurate speedometer, but this is so well placed that one need not take one's eyes off the road. I must confess that, while cruising quietly up a steep hill, it was only a providential glance at the dial that prevented my entering a 60 m.p.h. bend at a full 80!

The brakes are simply magnificent. They are immensely powerful, but the leverages are so proportioned that one does not tend to lock the wheels in an emergency. If the "Black Shadow" has the best acceleration of any vehicle on the road, it certainly has deceleration to match. The suspension is soft, and the tyres remain glued to the tarmac at all times. It would be idle to pretend that one can fling it round corners

like a lightweight, but it is infinitely more manageable than any previous big twin.

It is the very performance of this machine that makes it so safe. The rider naturally slows to a crawl in any built-up or congested area, just to experience that sky-rocket acceleration back to the cruising speed. One can remain on the indirect gears for miles, if desired, as the gearbox is totally silent. I would not, in fact, advocate the use of top gear at any time below 30 m.p.h.

If the "Black Shadow" is too much of a blood and thunder model for you, the "Rapide" is a touring version with gentler manners and 110 m.p.h. maximum. Should you want even greater speed, though, the racing "Black Lightning" has been officially timed at 156.58 m.p.h. As far as I'm concerned, somebody else can test that one!

I would like to record my sincere thanks to the owner, Mr. John Ling, for trusting me with this atom bomb on wheels. I am sure he was as surprised as I was when I returned it to him still in one piece. Boy! What a motor!

SPECIFICATION AND PERFORMANCE DATA

Motor-cycle Tested. Vincent "Black Shadow", 1953 price £389 14s. 5d. (including P.T.).

Engine. 50 degree V-twin, 84 mm. x 90 mm. (998 c.c.) Pushrod operated inclined overhead valves, 7.3 to 1 compression ratio, 54 b.h.p. at 5,000 r.p.m. Twin Amal carburettors. Magneto ignition.

Transmission. Chain drive. Servo clutch with single plate, plus twin expanding shoes in ribbed drum. Unit gearbox with 4-speeds and foot change, ratios 3.5, 4.2, 5.6, and 7.2 to 1.

Frame. "Frameless" construction, with engine/gearbox unit forming main structural member, plus girder through petrol tank. Front and rear suspension by hydraulically damped helical springs. Quickly detachable wire wheels, fitted 3.00 ins. x 20 ins. ribbed front tyre and 3.50 ins. x 19 ins. studded rear tyre. Two 7 ins. ribbed brake drums per wheel, with mechanical operation by hand (front) and foot (rear).

Equipment. Six-volt lighting, 5 ins. speedometer.

Dimensions. Wheelbase 56 ins. Weight 458 lbs.

Performance. Maximum speed, 125 m.p.h. Speeds in gears, 3rd, 110 m.p.h., 2nd, 85 m.p.h., 1st, 65 m.p.h. Acceleration, 0-60 m.p.h., 6.5 secs., 0-100 m.p.h., 21 secs.

Fuel Consumption. 60 m.p.g.

TWO- AND THREE-WHEELERS ON PARADE

The Motor-Cycle Show at Earls Court, Reported by John Bolster

EVER since I wrote a road-test report on the Bond Minicar, I have been regularly approached by readers for advice about economical motoring. As the correspondence columns of AUTOSPORT are also carrying their quota of letters in favour of cheaper cars, one assumes that there is a great deal of interest in the smallest type of vehicle. Thus, I beg leave to devote most of this article to this subject, even at the risk of somewhat neglecting the high-performance motor-cycles.

There are three little cars at the show, and though their possession of only three wheels apiece disqualified them from appearing at Earls Court last month, they are very real automobiles for all that. The improved Bond Minicar costs £224, the A.C. Petite sells for £255, and the Reliant is priced at £299 10s. It is iniquitous

that the above figures must have 66½ per cent. purchase tax added to them, while motor-cycles and sidecars bear a much lighter burden.

Dealing first with the Bond, it is pleasant to record that, while many useful improvements have been incorporated, the general character of the delightful little machine remains the same. Briefly, it is a wide 2/3-seater with copious baggage accommodation, and a single-cylinder, air-cooled, 197 c.c. Villiers two-stroke engine drives the central front wheel. In the light of experience, the whole of the steering and suspension arrangements have been revised and strengthened, but no appreciable weight increase is involved.

In front, the pivot on which the wheel, suspension parts and engine turn has been greatly enlarged and now has conical cast-iron bearings that may be quickly



★
PETITE: The A.C. Car Company's new 2/3-seater three-wheeler coupé has a 346 c.c. Villiers two-stroke engine driving the rear wheels via a Burman motor-cycle gearbox, chain and triple vee belts.
★

★

RELIANT: Product of an established commercial three-wheeler manufacturing concern, the Reliant has a 747 c.c. 4-cylinder engine of Austin ancestry, driving the rear wheels by shaft and normal differential.

★



Two- and Three-Wheelers on Parade—continued.

replaced. A built-in worm and sector is connected directly to the steering column, and the stub axle is on a tubular trailing link, with provision for chain adjustment. The engine-gearbox unit is flexibly mounted, and the front suspension is by a helical spring surrounding a telescopic damper. Most important of all, there is a new brake on the front wheel, which should remove the only serious criticism I had of the previous model.

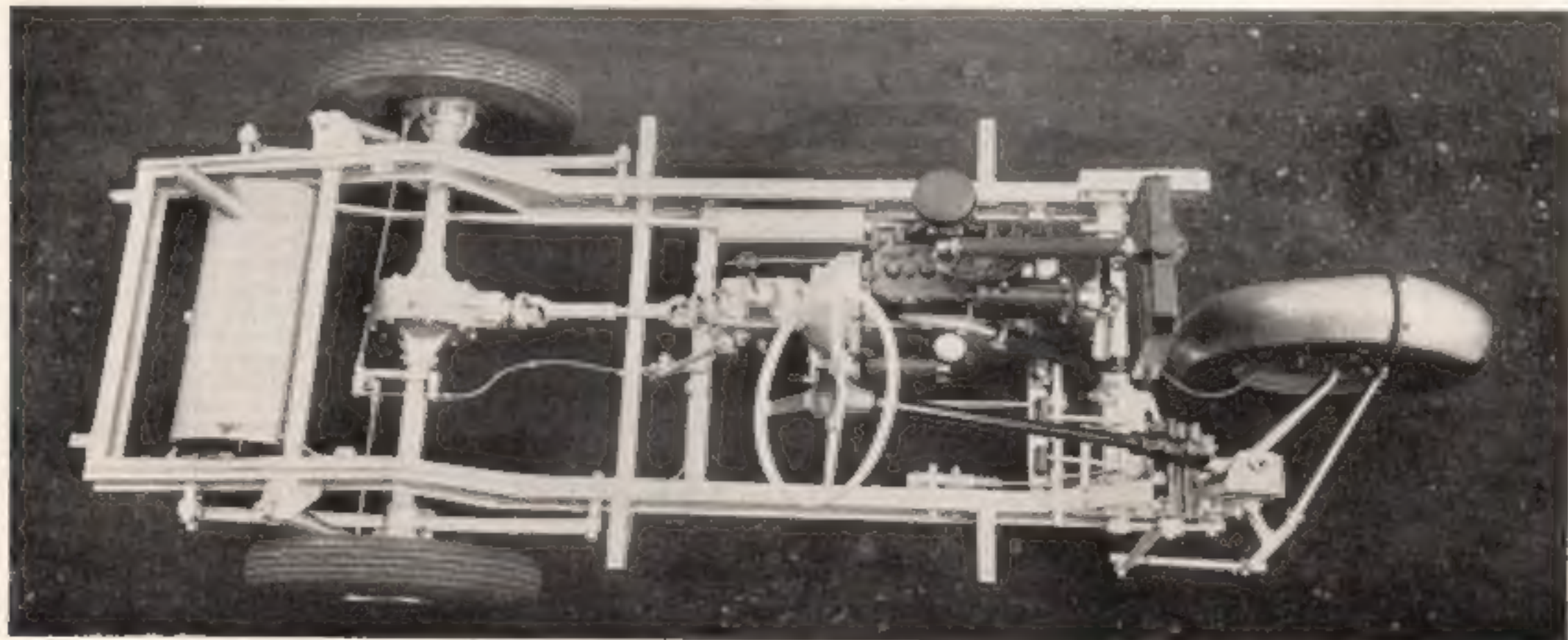
Behind, the independent rear suspension is now by short trailing arms, operating on rubber in torsion, and the brake linkage has been cleaned up. The body has been widened in front, by incorporating the headlamps in long fairings or dummy mudguards, with the object of allowing the whole driving assembly to pivot through 180 degrees. This permits the Bond to turn literally in its own length, and removes any objection to the absence of a reverse gear. There are several other worth-while modifications that I have no room to detail, and I certainly look forward to road-testing this latest model.

The first thing that I did when I saw the new A.C. Petite was to inform the manufacturers that it couldn't

be made for the money. It is quite an elaborate vehicle, and nothing whatever has been skimped. However, 60 a week will be rolling off the production lines by the beginning of 1953, and I am assured that the price will be held down to the present figure.

The A.C. is a 2/3-seater coupé, which is easy to enter and leave through the two large doors, and has luggage accommodation behind the seats. The rear wheels are independently sprung on trailing arms, with helical springs in compression and large telescopic dampers. They are driven by Hardy Spicer universally jointed shafts, from a centrally mounted differential unit of A.C.'s own manufacture. Behind the differential, and connected to it by chain, is a Burman motor-cycle-type gearbox. It has three speeds and a reverse, and the steering column lever is coupled to the "foot-change" mechanism. A light glows on the dashboard when neutral has been selected.

Further back again is the engine, a Villiers two-stroke of the new 27B type. This has a single air-cooled cylinder of 70 mm. by 90 mm. bore and stroke (346 c.c.), developing 8.1 b.h.p. at 3,750 r.p.m. There is a large external flywheel, which carries teeth for the electric starter's pinion to engage. The drive to the gearbox is by triple vee belts, for silent and smooth



Chassis of the Reliant three-wheeler, showing steering arrangement of the single front wheel.

operation. Cooling is by a crankshaft-driven blower, and much research has gone into silencing the unit.

The front wheel is on a trailing link, with two helical springs in tension and a single telescopic damper. It is much smaller than the two rear wheels, having an 8-in. by 4-in. tyre, compared with their 18-in. by 3.25-in. size. Only the back wheels are braked, but the rearward concentration of weight gives short stopping distances, I am informed. Like all three-wheelers, this car is only subject to a £5 tax, and the makers are arranging for comprehensive insurance at a specially attractive rate.

Forty and more years ago the A.C. company made their name with an air-cooled, rear-engined tricar. Let us hope that the Petite will be even more successful, and that the rumours we hear of a 500 c.c. flat-twin-powered small car will eventually prove to be true!

The Reliant is the third car on the list. This is a bigger machine altogether, with a 747 c.c. side-valve, four-cylinder engine, and a four-seater body. It has a good hood and sidescreens, and is of attractive appearance. The three wheels carry 4 50-in. by 14-in. tyres, and there are hydraulic brakes all round. There is a normal back axle on semi-elliptic springs, and the front wheel is on a long forward-facing arm, torsion bar supported. The plain four-speed gearbox is in unit with the engine, which shows some signs of Austin Seven parentage, but has a three-bearing crankshaft on "Thinwall" shells.

The engine projects somewhat into the driving compartment, and its casing appears to encroach on the leg room of the occupants. A power output of 16 b.h.p. is claimed.

Well, those are our three economy-cars, and if you are as angry as I am that a purchase tax of £125-odd is demanded on the Bond, £143 3s. 4d. on the A.C., and £167 17s. 10d. on the Reliant, why not write to your M.P. about it?

Among the two-wheelers it is obvious that the vertical-twin engine is the most popular type, being found in sizes from 250 c.c. to 700 c.c. Although most

makers have now gone over to the swinging arm form of rear suspension, many machines are still sold with a solid rear end. While their more expensive models have sprung back wheels, the "cooking" Nortons are without this refinement, as are certain Velocettes, Matchless and Panthers, to select a few names at random. Rear springing is extremely popular among small two-strokes, so one imagines that the necessity is greater when there is not much weight to hold the bicycle down. Triumphs continue to use their well-known system, in which all the suspension parts are enclosed in a very large hub, except on their new o.h.v. 150 c.c. "Terrier", which has a normal plunger layout.

The superb Vincent models—fastest but most unobtrusive of motor-cycles—show no change, but the 1,000 c.c. Ariel has a new light-alloy "Square Four" engine. With four separate exhaust pipes emerging from the head, it certainly looks a powerful piece of machinery, and one bears talk of 110 m.p.h.

To switch abruptly to the other end of the scale, there is a fine variety of motorized bicycles, which could be just the thing for running down to the post or the local. As many "clip-on" motors transmit their power through a roller pressing on the tyre, rapid wear has been known to occur in the past. Now, however, "Mr. Dunlop" has come across with a special tread for the job, which not only lasts far longer, but affords a much better grip for the roller. The Power Pak "clip-on" has an automatic clutch, which must be a great help in heavy town traffic.

If I had several more pages to spare, I might be able to do justice to the "Feather Bed" Norton racer. That goes, too, for the A.J.S. "Porcupine" and the racing "three-fifty" of the same make. The latter engine has one large inlet valve and two exhausts, to combat the high temperatures occasioned by the compulsory use of straight petrol. Each valve has its own little camshaft, so this is, in truth, a "triple-knocker". It is the work of H. J. Hatch, who used to design those Blackburne engines of immortal memory.

Back to four wheels next week, chums!

WEST ESSEX C.C. PRESENTATION OF AWARDS

Steering-wheel of Le Mans-winning Jaguar to be annual "Best All-Rounder" trophy

THE West Essex C.C. held their newly inaugurated fixture, the Presentation of Awards, at the Manor Hall, Chigwell, on 14th November. Three hundred and fifty members and friends attended the function, and the Hon. Mrs. Gerald Lascelles presented the awards.

After the presentation, the Club

President, The Hon. Gerald Lascelles, called upon the Vice-President, T. H. Anderson, to receive the President's Trophy, this being the actual steering-wheel from the 1951 Le Mans-winning XK 120C Jaguar mounted on a base. The President thanked Mr. Ernest Rankin for obtaining the steering-wheel

and having it so magnificently mounted. It is to become an annual award for the best all-round performance by a member in sports-car racing.

During the cabaret George Meaton, the stage and radio impersonator, imitated various cars, including the B.R.M., with great realism. Drivers present included Roy Salvadori, Dennis Poore, Jim Mays, J. Goodhew and Don Parker, while John Eason Gibson was an able M.C.



★
WHEEL OF FORTUNE: (Left) The W.E.C.C.'s President's Trophy; the actual steering-wheel of last year's Le Mans winner and (Right) T. H. Anderson (centre) who accepted the trophy on behalf of the Club, with The Hon. Gerald Lascelles and his wife





Iona Cooper and Bill Aston with the chassis of the streamlined Mark 1 Cooper with which they intend to attack International Class Records at Montlhéry. The car will be fitted with 350 c.c., 500 c.c. and 1,000 c.c. I.A.P. engines. Snow on Montlhéry has caused the attempts to be delayed.

SCOTCH CORNER

By "AENEAS"

Fog lay fairly thickly about the city as the 26 competitors, starting from Glasgow in the M.C.C.'s *Daily Express* Rally, gathered in Blythswood Square. Nothing could damp enthusiasm, however, and the Neill sisters (Vanguard) in bright red slacks and sky-blue jerkins added a colourful note to the general scene. Denham Cooke's Jaguar, re-sprayed and with the dents it gained returning from the Heather Rally all neatly ironed out, looked as good as new. George Murray-Frame, one of the official Sunbeam-Talbot team, smoked imperturbably while Mrs. F. W. I. Barclay took the dog for a walk before bedding it down in the back seat of her Riley. Jimmy Neilson and P. J. Kenneth, who have been matching their Jaguars on Scottish circuits throughout the season, were now seen as collaborators in the Neilson "Jag", while Sheila Van Dam looked capable and confident in her well-prepared Sunbeam-Talbot Windmill (Cov. 11).

Officials of the Royal Scottish A.C. sent the competitors off, but missing from the scene was the familiar figure of

A. K. Stevenson, who is still in America. First away was A. H. McGrady in a Morris. He was shortly followed by A. H. Senior in his Austin A40—and the M.C.C. Rally had begun for the contingent from Scotland with the adventures and results to be reported elsewhere in this journal.

One driver who has thoroughly enjoyed the racing season is Bill Dobson of *Ecurie Ecosse*. Talking to him at a recent club function, Dobson told me that his Wilkie-tuned Jaguar would more than likely be up for sale, as he hopes to do his racing next year in a C-type. Bill says he has had a grand time in association with Sir James Scott Douglas and Ian Stewart in sports car races, while driving the Scuderia Ambrosiana Ferrari for David Murray has been a worthwhile and valuable experience.

Like other drivers I have yarned with, Dobson talked of the initial struggle that there is with a racing-car. Of early races where he seemed to be working and fighting with the wheel of the

Ferrari and of the race where—as he said—the penny dropped and he had the feel of the car settling down to enjoy racing it and making full use of its capabilities. "And then, of course, just when you're getting a bit cocky on it and take a corner too fast, the darn thing spins—as it did with me at Charterhall—and you've learned another lesson."

THERE are 10 Scottish entrants for the next Monte Carlo Rally as against our half-dozen in the last one. Once more David Murray drives a little Ford Anglia, while Maurice Anderson remains faithful to the Hillman Minx which he so cleverly equips for the event. Well up in the coachwork competition at the last Monte Carlo, this Hillman Minx of Anderson's always attracts attention for the compact addition of rallying refinements, such as a wash-hand basin with H. & C. laid on, which are all designed and fitted by Maurice himself.

Among the reserve drivers who hope to be included is Jimmy Glasgow in his Jaguar. Jimmy competed in this year's Tulip Rally, and remarks that there's one thing about doing the Monte Carlo—there won't be so much dust flying about.

This remark arises from the occasion on the Tulip when Jimmy and his co-driver nipped into a Continental barber shop for a shave and wash-up. They came out smelling like a breath of spring and their hair sleek and oozing with unguents. Said unguents must have contained gum tragacanth in which the dust off the roads solidified and at the end of the day Jimmy and his co-driver had almost to take a hammer and chisel to each other's skulls to loosen the caked dust.

THE Lothian Car Club have fitted another date into the calendar before the end of the season, and on Sunday 23rd November, the club are organizing a half-day rally. The road sections will cover some 65 miles and there will be five driving tests plus one of trials convenor Welsh's own crafts brain children, which is guaranteed to sort out the entry. Start is at 11.30 a.m. from Bilsters Garage, which is just south of the city on the Edinburgh-Peebles road.

SOCIAL occasions are now the order of the day and on 5th December the M.G. Car Club's Scottish Centre hold their annual shindig in Edinburgh's Grosvenor Hotel. This is always quite a party and although there will be no horses or eccentric bicycles in the ballroom, Bert Kay and his officials promise a new diversion that will bring the competitive urge to the fore.

It is a pity that this party clashes with the dinner in the clubhouse of the Royal Scottish A.C., at which Scottish clubmen will gather to do honour to George Murray-Frame for his very stout performance in this year's Alpine. However, these things happen, but many M.G. officials will regret their inability to be present at both functions.

FOLLOWING this comes the dinner dance of the Scottish Sporting Car Club which takes place in Glasgow's Central Station Hotel, on 12th December. This is always a real good do and tickets—at three guineas per pair—are available from W. L. B. Callander, at 100 West Regent Street, Glasgow, C 2.

BMW-M.G.

A Second-Hand Car, A Worn out Gearbox, A Spares Shortage — and the Solution

By V. A. FOX

MR. NEIL CAMPBELL-BLAIR, after a wide experience of motor-cycling and driving all sorts of cars—ranging from M.G. to Mark VI Bentley, decided to acquire a car suitable for pleasurable high speed motoring and with which he could take part in sports-car racing. His choice was a Type 128 BMW and finally he bought a 1948 BMW, which at the time of purchase showed signs of good acceleration, but missed badly above medium revs. There was so much free play in the gear lever it felt like a starting handle, and when a gear was engaged, it was usually a different one

★
STAGE 1 The cut off gearbox resting on top of the machined BMW bell housing



★
JOB DONE. The M.G. box fitted to the BMW bell housing



to that expected or intended. Other things were wrong too, and driving was most dicey, as the car had back-end breakaway on a straight road at any speed over 30 mph. Subsequent investigation showed that the rear cross member had broken away.

The decision was made to strip the car and check it over completely, with the idea of racing it in mind. The engine was stripped and the block, crankshaft, rods and flywheel and pressure plate sent to Burtonwood Engineering for regrounding, line boring, crack detecting and balancing—the latter two items essential to ensure maximum reliability. While the engine was away the gearbox came in for consideration and after dismantling and stripping, a decision had to be made as to whether to rebuild with second-hand parts, acquire a second-hand box at £45, or find some other means of solving the problem. Rebuilding, or getting another box were both expensive measures, particularly as there could be no guarantee on such components, which, after fitting, might give out on the first run, while being second-hand there was always the possibility of metal fatigue and its dire consequences. "Other means", then, we resorted to, and it then boiled down to a decision of what box to use if not the original.

Experience with the M.G. TC gearbox had shown the following points in favour. (i) it could take a considerable hammering without failure, (ii) there was a ready source of spares, (iii) it was an ideal box for racing use, (iv) it possessed a remote control which could not be faulted. Having decided on the box it then became a major problem, how to adapt it to the BMW; consideration was given to using the M.G. box and M.G. bell-housing with an adaptor plate—but on examination it became clear this was not a very practical proposition.

The TC box is of cast iron and bolted to the aluminium bell housing on the M.G. After much gazing at the BMW gearbox casing, which is cast in one with the bell housing on the type of box fitted, it was suggested to Mr Campbell-Blair that a hacksaw be put through it to cut off the bell housing, and machine it to take the M.G. box. It sounded drastic, and the owner possessed the engineering knowledge to appreciate what it involved, but he acceded, and the deed was done. The hacksaw came into its own, although it must be confessed the writer had qualms when he saw the blade bite into the casing.

The M.G. box is located to its bell housing by a register which consists of a raised flange roughly the external

diameter of the front ball race—this flange also controls the end float of the bearing. No lathe large enough to take the bell housing was available; fortunately we of Central Garage, Bangor, were good friends with Denis Ferranti Motors Ltd., who machined the bell housing for us. Photograph 1 shows the cut-off gearbox housing resting on the machined bell-housing and packed up to show they are separate. A vital point to consider before starting was how would the box mate up with the clutch? Examination showed that we could use an M.G. centre plate in place of the BMW plate, using the same flywheel and pressure plate. This solved part of our problem but the M.G.'s first motion shaft was too long, the splines did not extend back far enough, and the end was too large for the BMW clutch spigot.

Midnight oil, much measurement and sketching produced the necessary dimension for alteration to the first motion shaft. However, to confirm the measurements before irrevocably altering the shaft the writer turned up a dummy wooden shaft, fitted it in the box and the box to the engine—and found with satisfaction his dimensions were correct. The shaft was hardened, so again recourse was made to Denis Ferranti Motors Ltd., to do their stuff and grind it—including extending the splines by grinding.

Photograph 2 shows the M.G. box fitted to the BMW bell-housing. Some of the holes in the M.G. box were used for securing bolts, but additional holes had to be drilled to miss webs in the bell-housing. Oil was prevented from leaking past the first motion shaft on the BMW by an oil return thread, cut in a casting which bolted on the front of the bell-housing and retained the

Continued on page 672

PENZANCE F J Merritt K W. Hobbs (Sunbeam-Talbot) await starter's orders whilst Dr. J. T. Spure (Vanguard) hands out his route card for checking



there were protests. One or two competitors complained they were misled as to the actual position of the finishing line on Honister, but the organizers, after making a full investigation, disallowed the protests.

It was remarkable how many experienced rally crews lost marks in this regularity test, which, it must be admitted, was not so simple as it looked. Amongst those who could not arrive at Brighton with clean sheets were:—Joy Cooke/Mrs. Masler (Ford Anglia), Ron Wallis Mrs. Wallis (BMW), N. Freedman/P. Waring (Jupiter), Arnold Pownall Mrs. Pownall (Sunbeam-Talbot), Johnny Wallwork Mrs. Wallwork (Vanguard), A. W. Lilley Mrs. Lilley (Jaguar), Bob Foster L. G. Holdsworth (Javelin), George Hartwell/J. C. Marshall (Sunbeam-Talbot), J. W. Fleetwood/Mrs. Fleetwood (Ford), E. S. Ridley/

THE M.C.C. "DAILY EXPRESS" RALLY

Victory for Dr. Charles and Molly Hardman (Dellow) in Successful 1,250 miles Event—Ken Rawlings and Lew Tracey (Vanguard Special) Runners-up—Large Crowds Watch Final Tests on Brighton Front

DRIVING their open two-seater, supercharged Dellow, Dr. Charles and Molly Hardman of Blackpool won the premier award in the extremely successful M.C.C. *Daily Express* National Rally, which concluded at Brighton last week-end. Runners-up were Ken Rawlings and Lew Tracey in the former's familiar Vanguard Special, "Buttercup", whilst Jim Goodall and A. T. Hall took third place with a Morgan Plus Four. The Ladies' Trophy was won by Sheila Van Dam and Mrs. F. V. Clarke in a Sunbeam-Talbot "90" saloon. The closely-fought team award was gained by Alan and Margot Hopkinson (TD M.G.), Denis Scott and B. H. Warr (TD M.G.), and Gregor Grant and Cliff Davis (Cooper-M.G.) by 0.20 marks from the Morgan-Goodall-Steel team of Morgan Plus Fours.

As in the case of the 1950 and 1951 events, a tiring but fairly simple road section terminated with a series of driving tests. To the relief of the majority of the 431 starters, the dreaded kerb test was not used this year, being replaced by a garaging affair.

At precisely 0801 hrs., on Wednesday, 12th November, J. H. King and J. J. Barr (1,074 H.R.G.) moved off from

Plymouth as No. 1 of the 431 starters in the big 1,250 miles rally. Weather reports from all eight starting points, Plymouth, Manchester, Kenilworth, Norwich, Cardiff, Glasgow, London and Harrogate gave promise of dry, cold conditions with plenty of sunshine.

Converging point for all competitors was Penrith, from which town everyone had to follow the same route to the finish at Brighton. It was near the Lakeland town that the regularity hill-climb tests were staged, with sections of approximately a half mile at Newlands House and on Honister Pass. The plot was to cover each section in as near identical times as possible. A one second margin either way was given, but times outside this were penalized at the rate of one mark for each 1 sec. difference.

Unlike 1951, there was no major box up of the actual timing. The M.C.C. played safe with a corps of familiar stopwatch welders including A. L. Ebbelwhite and L. H. Lumby. Nevertheless,

D. A. R. Hall (M.G. TD), Stan Boshier/Bill Black (Jaguar), Dennis Dent/Ian Mackenzie (Allard), Ernest Smith/J. N. Pearman (Sunbeam-Talbot), G. P. Denham-Cookes/N. T. Lithgow (Jaguar), Jack Kemaley/Peter Harper (Sunbeam-Talbot), T. W. Dargue/J. H. Kelshaw (Riley), A. V. M. D. C. Bennett/E. Bennett (Jaguar) and Peter Bolton/A. Slater (Jaguar)—quite a weeding out of fancied crews.

Some idea of the difficulty of the test can be obtained from the fact that out of the first 50 competitors to attempt it, only 17 were successful and dropped no marks. Anyway, *AUTOSPORT* feels that a special endurance medal should be cast for the heroic marshals and timekeepers who stuck faithfully to their posts on these bleak hills.

News now began to filter through regarding folk who were late at controls and had retired. G. Howard-Sorrell A. C. Pollard (M.G.) packed up near London, as did N. B. Jarrett/Bill Nicholson



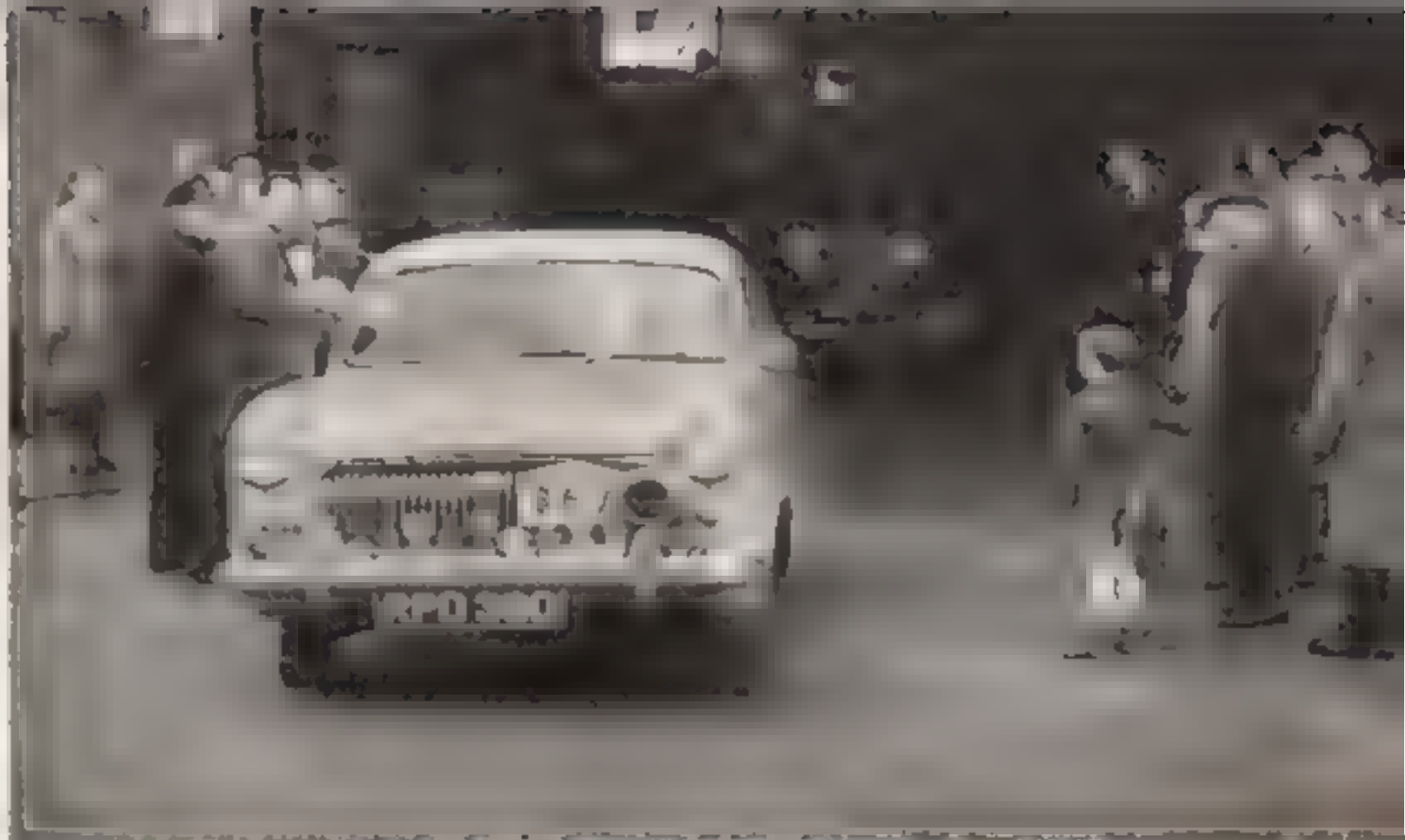
LONDON: M. R. G. Mastyn/A. F. Bray leaving the Metropole Garage in their Le Mans Replica Frazer-Nash

AUTOSPORT, NOVEMBER 21, 1952

(Citroen), J. A. Walker R. Millington (Bentley) called it a day after leaving Scarborough, at which control A. J. Tatham B. Strawford (Sunbeam-Talbot) were 20 minutes late. E. L. Walters F. R. Bartropp (Hillman) stopped for good after leaving Taunton, and J. W. Rogers S. E. Lang (Ford Consul) arrived at London well after the time allowance. N. H. West/A. D. Browne (BMW) retired on the road to Sidcup from Dover.

On the way to Blackpool from Sidcup Cyril Wick (M.G. TD) stripped the crankshaft pulley key and lost the locking nut. It was fortunate for him that Cliff Davis had a spare with him in the Cooper M.G., he was co-driving with the Editor of Autosport.

It was inclined to be a trifle chilly in the Cooper, and the crew were constantly being chafed concerning brass



BADGE BORN (Above) R. & Howard C. R. L. Clarke in their Ford Consul at the London control

STOUT EFFORT (Left) Barry Davies G. C. Dixon changing a cylinder head gasket in 15 minutes on their super-charged Morris Minor at Chester

top, the pin-points of headlights from dozens of cars could be seen making their way to Elan Valley.

At the Elan Valley Hotel there was quite a party going on, even well after midnight. The locals were taking full advantage of a 2 a.m. extension, and the bar resounded to the melodious notes of a kind of alcoholic cisteddod. This was a particularly well-organized control officered by efficient folk like C. & D. Milner, W. C. Johnson and Basil de Mattos. The people behind the snack bar were plenty clued-up, and meals were rustled up in a matter of minutes.

R. A. Jamieson, H. A. McCrow (M.G.) arrived 40 minutes late, whilst I. W. Lindsay-Jones & Lambert (Riley) just made it under their time allowance, but Miss J. A. Thompson D. E. P. Howard (Allard) exceeded theirs. Other late arrivals were R. Gascoigne-Peas/D. H.

monkeys and pneumonia-wagons. However, all seemed to agree that it was quite a thing to take what was virtually a sports-racing car on a rally—particularly a machine which is normally taken to race-meetings in a lorry!

There was the usual scramble to get to Chester. Long processions of lorries and private cars made the Wigan-Warrington-Chester road a nightmare after dark, and many people arrived at the Little Roudou control, only to leave almost immediately for the Welsh mountains section.

This year it was dry. With memories of the 1951 floods, all of us were more than thankful. Russell Lowry and his minions presided at the long-twisting Llanfihangel-Glyn Myfyr control and sent the long cavalcade off in the direction of Lake Bala and the time check at the summit of Bwlch-y-Groes. In clear, dry weather, Bwlch is a piece of cake—especially as this year competitors were sent up on the easy side. From the

MILE MIGHT? (Right)—No, Lt. P. Scurl R.M. and Capt. B. Aldersmith at the Chester control with their open, two-seater Ford Special





was recorded on the rolling brake test, but the garaging affair was a different story. This comprised a left-hand hairpin into a garage, a right-hand hairpin taken in reverse up a hill, and a flying finish to another garage. First to drop the full 10 marks were G. D. S. Perry/J. Ashford (Morris Minor)—second car to arrive. Surprisingly enough, Mrs. Nancy Mitchell, who was accompanied by Mrs. Margaret Inglis, touched a pylon with her H.R.C.

Ralph Sleigh drove *Daily Express* cartoonist Giles's Jaguar, and also dropped 10 marks. Some of the smaller saloons were most hectic, and in several cases displayed a generous view of their under-chassis parts. Best times here were put up by Dr. Charles Hardman

(LACTON (Left) A. C. Westwood and D. A. Corder (1995 Fiat Balilla), winners of the 1,100 c.c. open class

PREPARATION (Below) Stirling Moss's Jaguar having a careful check-up before the final control, including draining and refilling gearbox and rear axle with thin oil for the rolling brake test

The M.C.C. "Daily Express" Rally *continued*

Stout (Healey), Gerry Dunham R. Verrells (Alvis), and Lt.-Col. R. J. Douglas-Morris R. Greig (Humber).

From Elan Valley the route was very rough going over what was little more than a path to Tredagon and Lampet. It was on this section that the Grant Davis Cooper-M.G. went astray owing to clouds of dust raised by a team of M.G.s decorated like Christmas trees with illuminated radio masts and stop lights set into the top of luggage grids. The M.G.s turned right instead of left and all shot off in the wrong direction

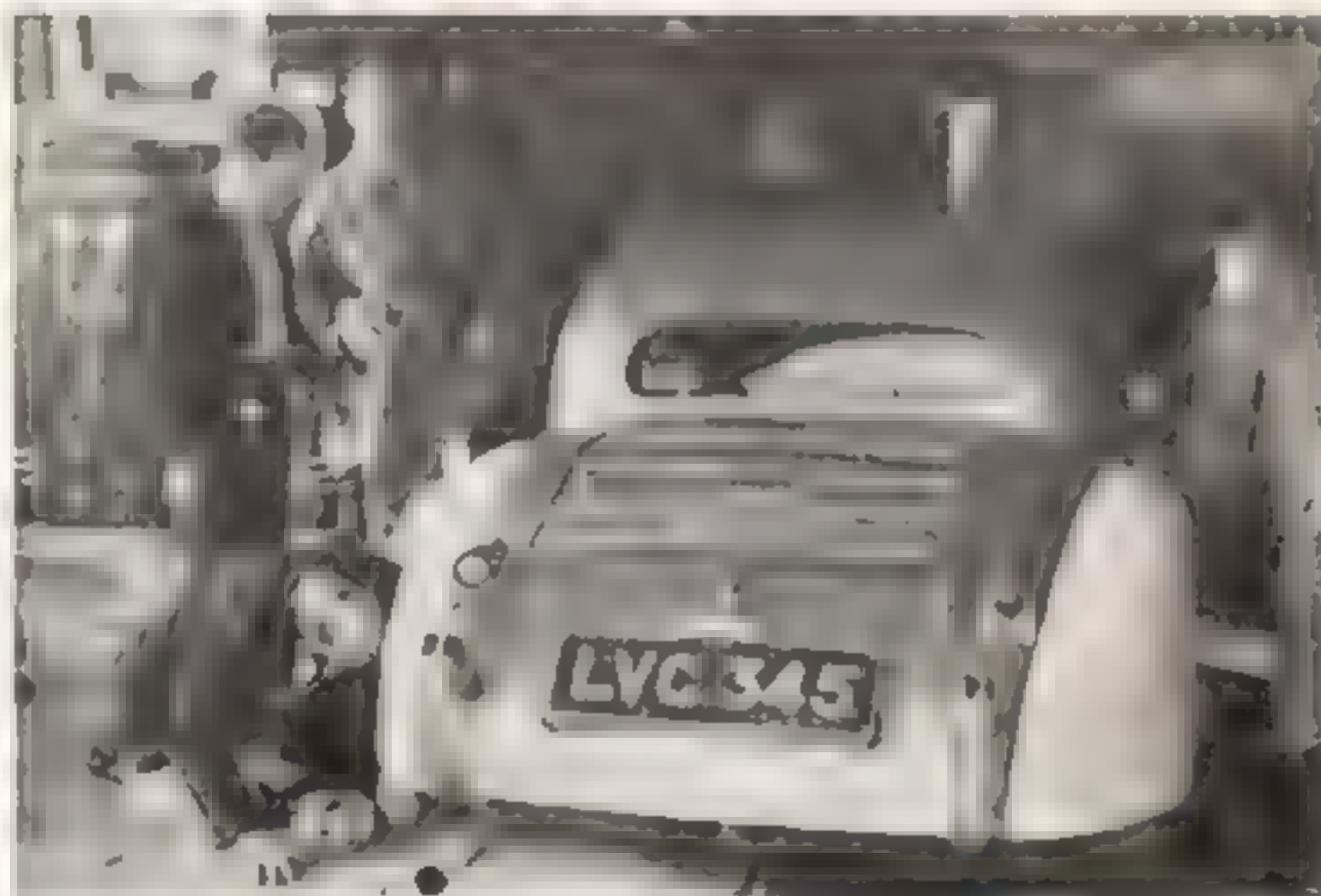
followed by the Cooper, the crew of which were rather shaken to find themselves rather early at the control, and even more disturbed to discover that they were back at Elan Valley again. For the rest they had a clear run, and with Cliff at the wheel clocked in at Lampet with a couple of minutes to spare.

Dick Twelveteeth was at Ystalyfera to greet competitors and send them off on their way to Tewkesbury where dozens of people had difficulty in locating the Teddington Hands control.

It was on the way here that Ted Lund and T. Blackburn skidded and wrecked their M.G. TD. Earlier, Peter and Doreen Reece (Morgan) lost a front wheel and finished up in a ditch. Amongst those who failed to clock in at Teddington were G. Wright W. G. B. Allen (Triumph), M. C. Sleep S. H. Bowdler (H.R.C.), T. E. Wilson/C. Rastick (Triumph), B. H. Thompson R. Gilbert (Alvis), Lt. P. Scarf/Capt. B. Aldersmith (Ford Special) and R. Coates R. Mitchell (Ford).

From this point, competitors wended their way to Suckbridge and thence to the final time check at Pyecombe Corner, nine miles from Brighton. All three eliminating tests were laid out on the front, with the rolling brake test on a downhill slope, and the other two on Madeira Drive. Not a single failure

DEBUT Mrs. Eleanor Allard's Palm Beach Allard making its first competitive appearance. This is at the London starting control



NORTHERN MORGANS. (L. to R.) Tony Platt, Ken Bancroft, Peter and Doreen Reece, Jimmy Ray and A. P. White at Chester control

(Dellow St), 20.4 secs., E. S. Ridley (M.G. TD), 21.4, and Capt. J. G. Searle (Ford Spl.), 21.8. Jim Goodall and Peter Morgan (Morgan) each clocked 22 secs. Cliff Davis (Cooper-M.G.), taking part in his first rally test, did 24 secs. despite jumping out of reverse gear, then handed over to his co-driver for the forward-and-backward test.

This test consisted of a couple of forward and reverse manoeuvres putting front wheels in front of and then behind white lines, followed by a flying finish through a pylon alley to a box. All the Jaguar drivers were handicapped by difficulty in engaging reverse quickly enough, although Stirling Moss did a very smart 16 secs. with his coupé. Best times were registered by Ken Rawlings (Vanguard Spl.), 13.2 secs., Dennis Dent (Allard), 13.4, D. Howard (Morgan), 13.6, Jim Goodall (Morgan) 14.0, Frank Grounds (Jaguar), 14.0, and Geoff Holt (M.G.), Peter Morgan (Morgan) and M. R. G. Mostyn (Frazer Nash)—all with 14.2.

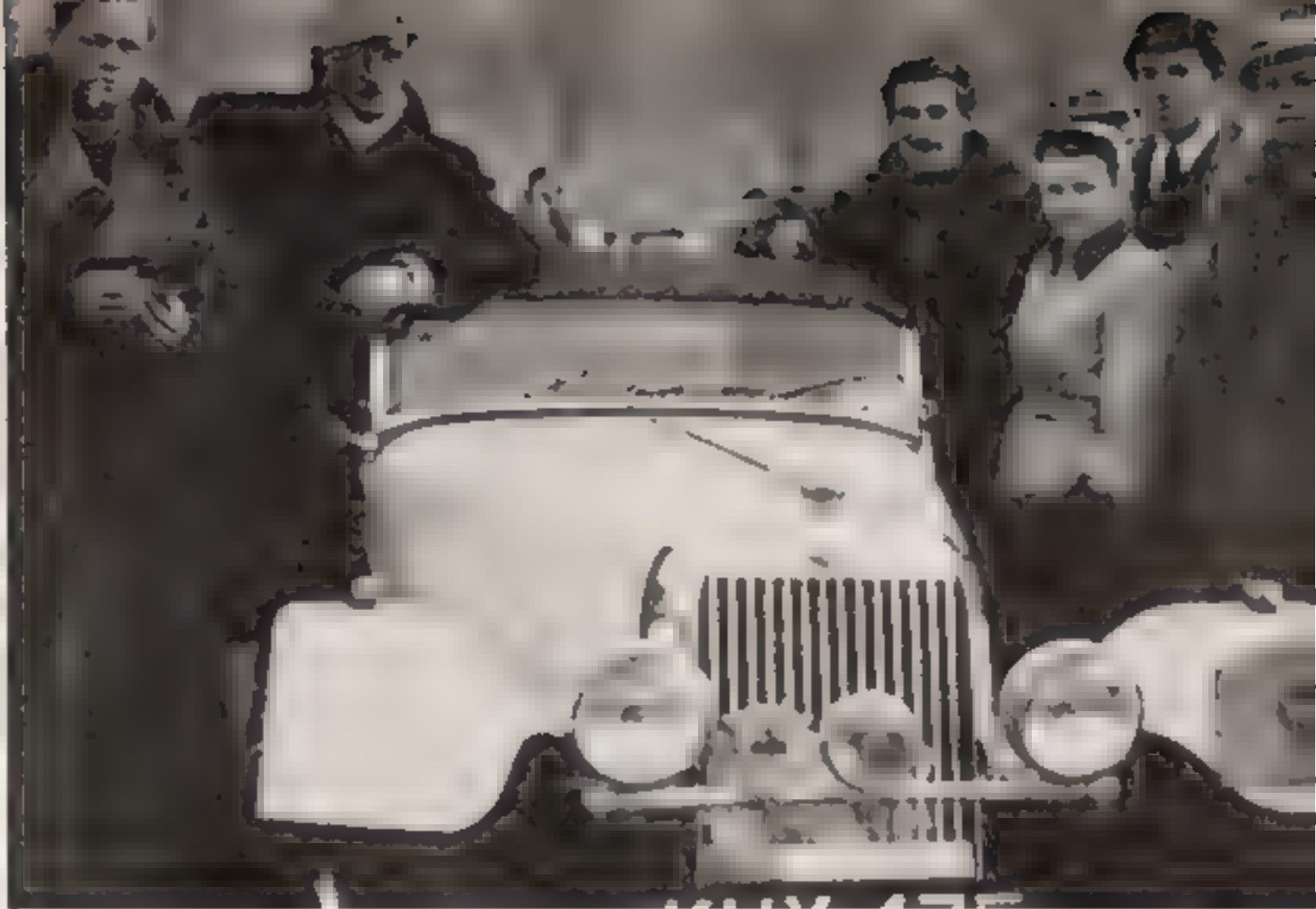
There now remained only the business of working out the results, which was so efficiently done that practically a full list of placings was announced the same night. Charlie Hardman was a popular winner, by the narrow margin of .04 marks from Ken Rawlings.

In the evening, there was an official welcome at the Dome to competitors by the Mayor of Brighton, Miss Dorothy Stringer, J.P. An excellent cabaret was provided by Max Miller, Robert (Bumper Fun Book) Morton and the Windmill Girls.

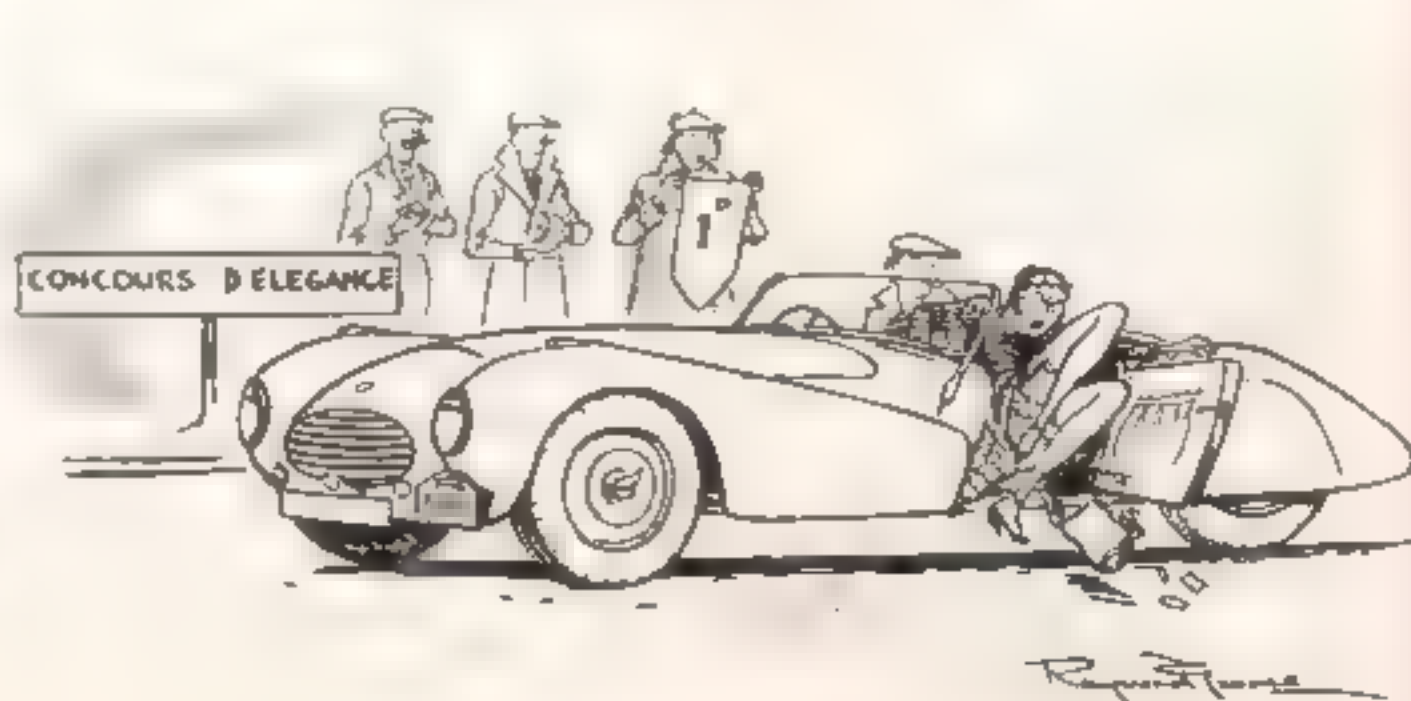
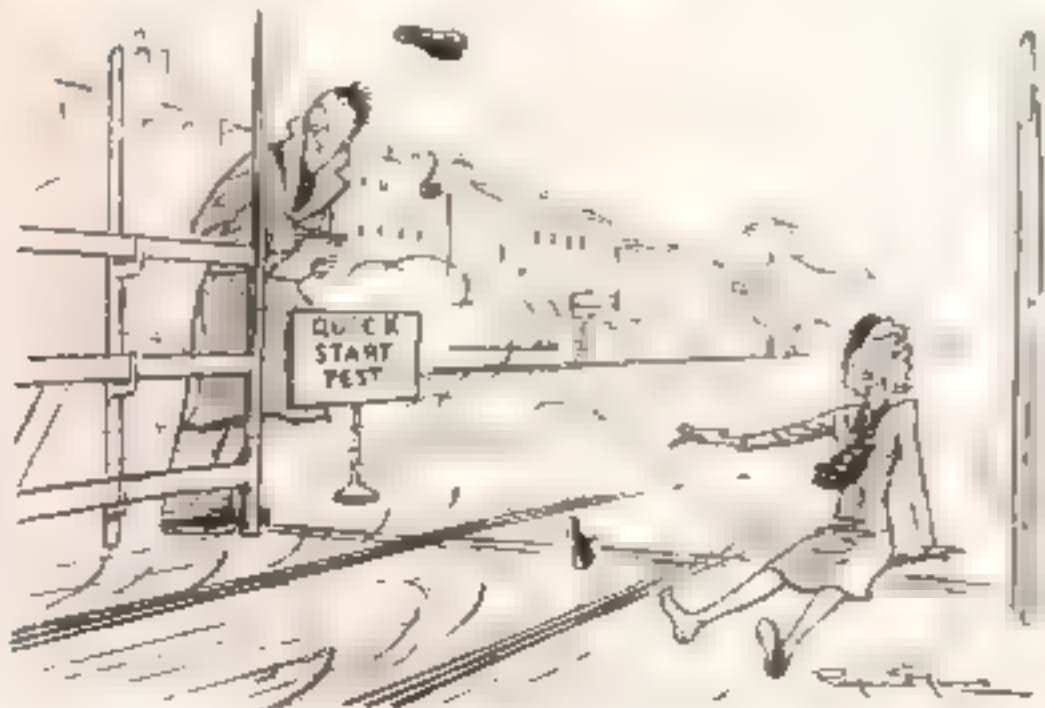
On Saturday morning the Concours d'Elegance was held on the Madeira Drive. Unhappily it was very wet, although entrants never ceased work with leathers to make their cars as gleaming as possible. General verdict was that the smartest car on view was Stirling Moss's coupé Jaguar, with wire wheels and whitewall tyres.

In the evening the Mayor presented the awards. As winners went up to receive their prizes and reached Miss Stringer a vociferous section of the audience chanted: "How do you do—pleased to meet you!" Several winners were greeted with: "It's a fiddle!" The Mayor thoroughly enjoyed the interruptions.

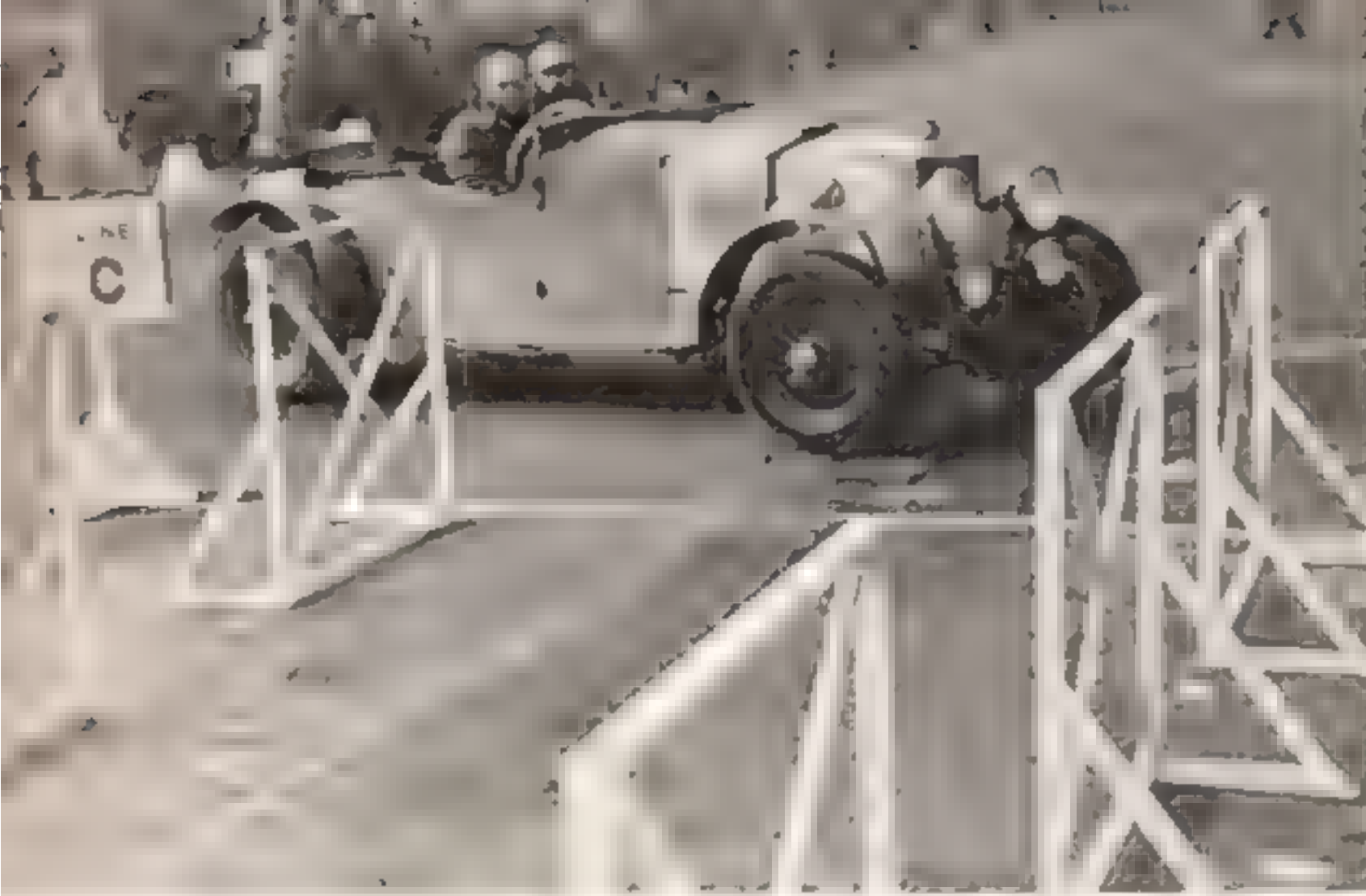
(Continued on page 670)



L. to R.: Mrs. D. O'M. Taylor, Dennis O'Malley Taylor, Maurice Toulmin, Johnny Wallwork, Mrs. Wallwork and Dennis Flather at the RTDA cocktail party, where Dennis Taylor (Jaguar) was announced as winner of the 1952 Silver Star.



The M.C.C. "DAILY"



Above: Peter Henry in C. J. Henry in the forward and revers the test with the former's vintage Invicta



Left: C. J. Henry and his Napier Tachometer winner of yet another Concorso class award

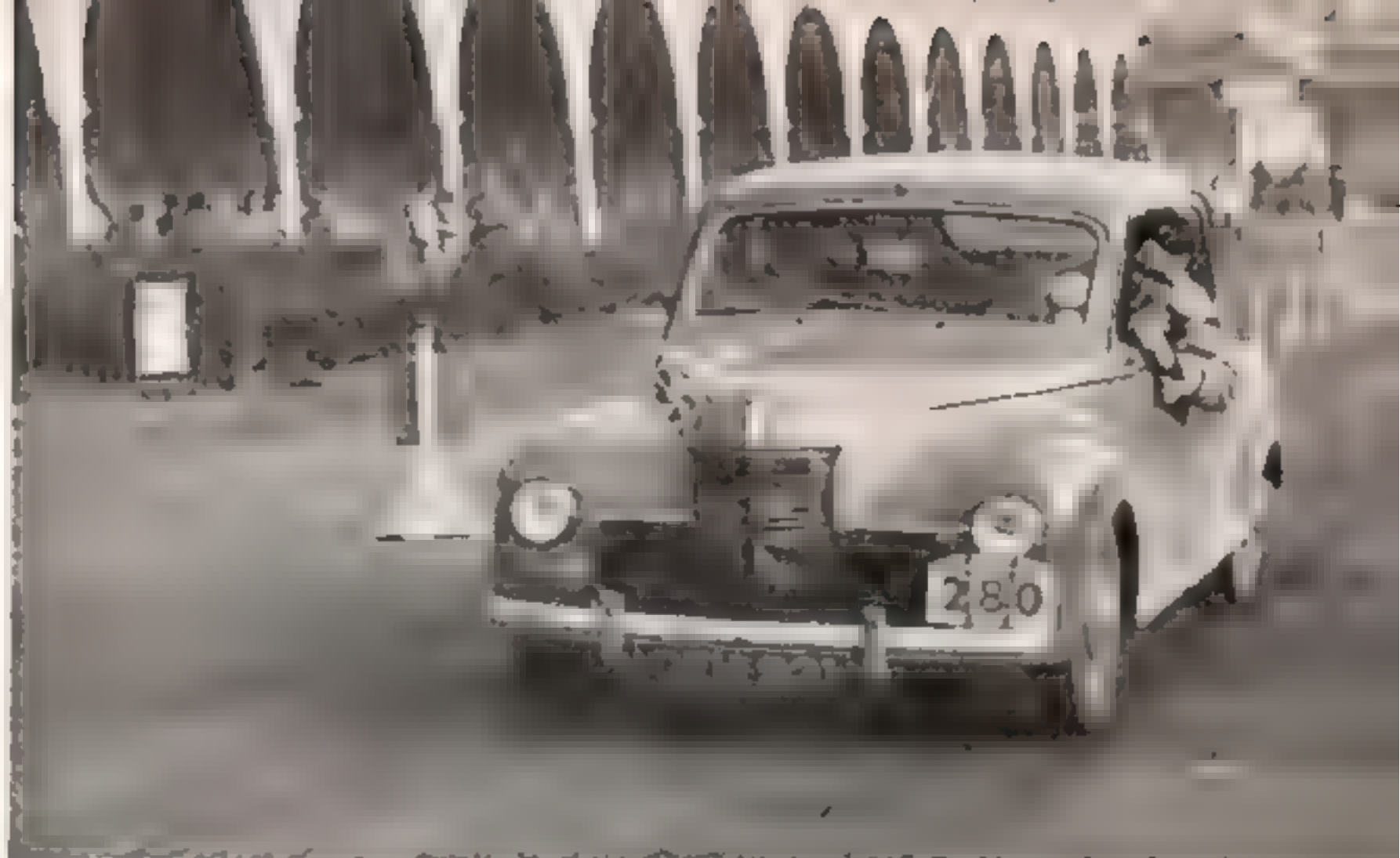


Left: Ex-Napier winner Bill Pitcher and racing driver Leslie Brooke (Jaydon) at the M.C.C. Drive check point

Above: Sally Weston Stirling and Lorna Snow with class winning on the Concours d'Elegance



EXPRESS" RALLY



(Above) P. P. Ford P. P. Hewins in the forward and reversing test with their Jaxton

(Left) Where did you get those tutors? J. A. Walker and R. Maitland (Bentley) in the gaudy test



(Right) Birmingham journalist Jack Hux and Frank Grounds co-drivers in a Jaguar with Mort Morris Goodall Jaguar's competition manager



(Right) Jack Reece's Ford Anglia and C. Hildbury's Sunbeam-Talbot at the Penance control





entrants subscribed to a pair of tankards as a token of appreciation. . . . Denis Flather acted as host at the B.T.D.A. cocktail party in the Metropole, Brighton, where Dennis O'Malley Taylor (Jaguar) was announced as the 1952 Silver Star winner. . . . Three naughty crews were excluded under Regulation 16 and immediately formed a Road Hogs' Union with printed lapel badges. Oddly enough, there were dozens of applications for membership. . . . Basil Cardew was unanimously elected president of the "Muffled Nine Hundred" Association and the "Black Bloomers" Club. . . . Mort Morris-Goodall, new Competitions Manager of Jaguars, went to great trouble to help out all Jaguar drivers taking part in the rally.

(Left) A. E. Westbrook's Morris Minor, a Concours class winner.

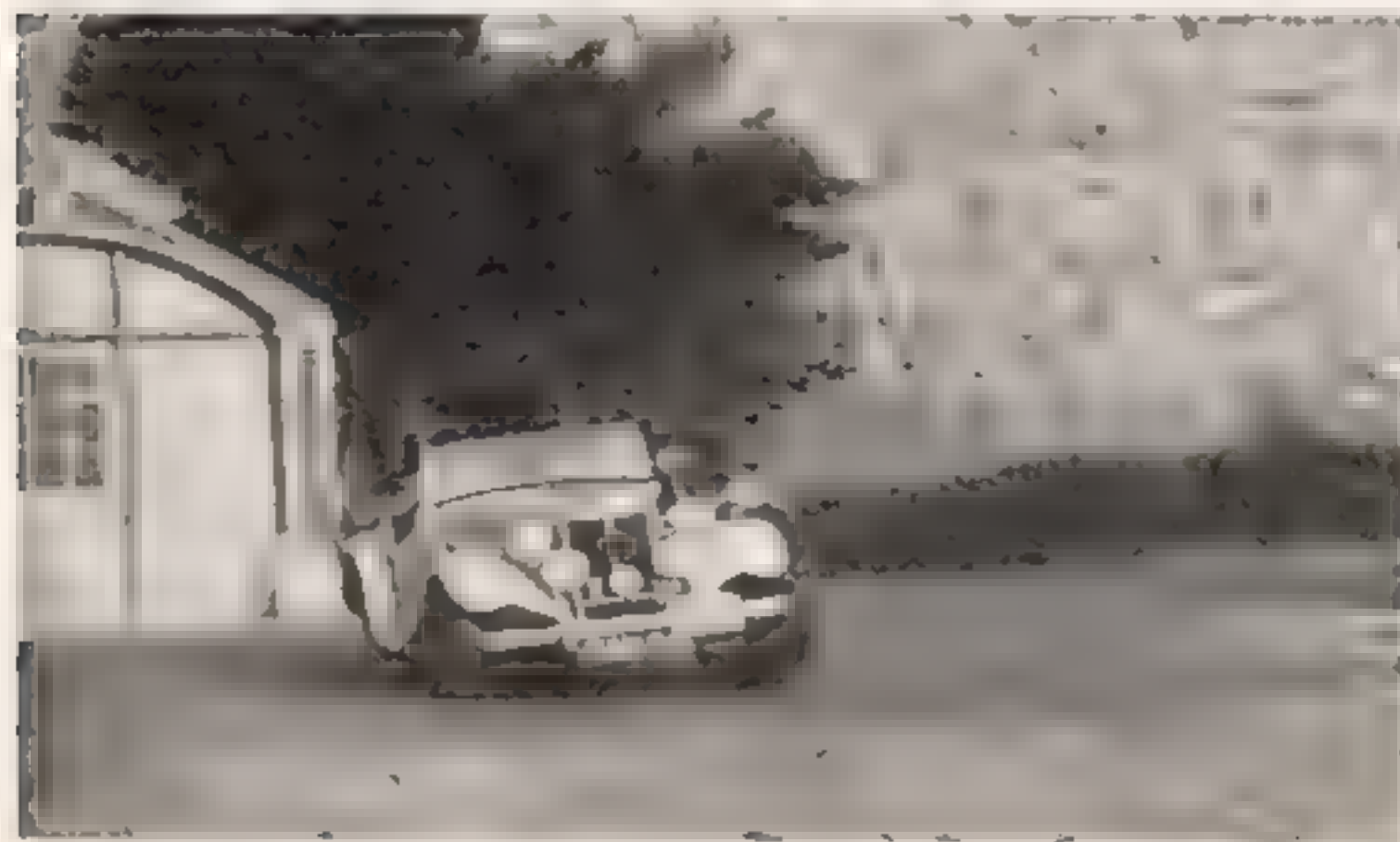
(Below) Ralph Sleigh and "Daily Express" cartoonist Giles in their Jaguar during the garaging test.

The M.C.C. "Daily Express" Rally

Ken Rawlings shook hands with every one on the platform before accepting his award, but the surprise of the evening came when the stage curtain parted to reveal Charlie and Molly Hardman in their mud-bespattered Dellow.

Altogether a superbly-organized affair, and one that despite the well-known preference of regular rally-drivers for tougher types of event, will always receive an enormous entry.

RALLY RAMBLINGS:—Roland Sidwell and Cecil Winby changed a blown gasket en route in under an hour on their 1½-litre M.G.—and still kept a clean sheet. Prices were somewhat steep in the Grand Hotel, Bournemouth for tea and sandwiches. . . . K. J. Clark and C. T. Catley, two bus-drivers from Manchester, put up a magnificent performance to arrive with a clean sheet in the veteran Austin Seven. Manchester



Ken Rawlings and Lew Tracey rushed off on Saturday morning to take part in the TV Trial, and returned for the prize-giving. . . . Full marks to the organizers for providing each competitor with a full list of results giving detailed information as to where marks were gained or lost. . . . Brighton Corporation laid a new dance floor in the Dome, specially for the occasion. . . . Antone must have put up a new record for long-distance commentaries—from early morning till dusk on Madeira Drive. . . . Smith's egg-timers were popular as warning devices to crews trying to snatch short spells of shut-eye. . . . Only Volkswagen in the event was driven by Ian Burgess. . . . Well-known drivers were mobbed for autographs at Penrith control. . . . Several competitors made the great mistake of driving for too long periods, despite rally regulations—and were too tired to do full justice to the eliminating tests.

J. G. Markes/B. J. H. Mattinson (M.G.) in the final eliminating test.

Ken Rawlings, runner-up for Premier Award receiving his trophy from the Mayor of Brighton, Alderman Miss Springer

RESULTS

Premier Award, "Daily Express" Silver Cup and £50: Dr and Mrs Charles Hardman (1,172 Dellow St), 4.76 marks lost; 2, Ken Rawlings/Lew Tracey (2,088 Vanguard Spl.), 4.80; 3, W. A. G Goodall/T. Hall (2,088 Morgan), 4.92

Ladies' Cup: 1, Miss Sheila Van Damme Mrs F. V. Clarke (2,267 Sunbeam-Talbot), 5.59; 2, Mrs Lorna Snow Miss K. R. Whittle (3,442 Jaguar) 6.52; 3, Miss Hazel Dunham, Mrs M Blackburn (2,103 Rover), 6.82

Team Prize: Alan and Mrs. Hopkinson (1,250 M.G. TD), 5.12, Denis Scott B. J. Warr (1,250 M.G. TD), 5.10, Gregor Grant Cliff Davis (1,467 Cooper-M.G.), 5.30



Class Awards

Up to 1,100 c.c. (Open): A. C. Westwood D. A. Corder (995 Fiat), 5.65

Up to 1,100 c.c. (Closed): G. H. Hewitt, R. E. Lloyd (800 Austin), 5.71

Up to 1,500 c.c. (Open): 1, J. H. Brooks Mrs. Brooks (1,250 M.G.), 5.05; 2, Mike Llewellyn/R. H. White-Smith (1,250 M.G.), 5.08; 3, Cyril Wick David Franks (1,250 M.G.), 5.10

Up to 1,500 c.c. (Closed): 1, P. G. Cooper/A. W. Morrish (1,265 Hillman), 5.40; 2, Jack Reece, D. Hill (1,172 Ford), 5.45; 3, A. H. Senior W. W. Metcalf (1,200 Austin), 5.55

Up to 2,000 c.c. (Open): 1, H. Sutcliffe Mrs. Sutcliffe (1,971 Frazer-Nash), 5.64

Up to 2,000 c.c. (Closed): L. F. Parham E. R. Parham (1,971 Bristol), 6.06; 2, D. B. Watkinson, R. A. Watkinson (1,971 BMW), 6.35

Up to 3,000 c.c. (Open): 1, W. A. Goodall/T. Hall (2,088 Morgan), 4.92; 2, Ken Bancroft/T. Platt (2,088 Morgan), 5.19

(Continued overleaf)

(Above) The Mayor presents Sheila Van Damme with the Ladies Trophy

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(Right) Denis Scott (M.G. TD), Gregor Grant and Cliff Davis (Cooper - M.G.) and Margot and Alan Hopkinson (M.G. TD) parade the winning team on Brighton promenade. Scott's co-driver, B. J. Warr, is not in the picture



The M.C.C. "Daily Express" Rally

—continued

Up to 3,000 c.c. (Closed): 1, P. H. G. Morgan/Mrs. Morgan (2,088 Morgan), 4.93; 2, G. H. Turnbull/P. Harper (2,262 Vauxhall), 5.21; 3, Miss Sheila Van Dam/Mrs. F. V. Clarke (2,267 Sunbeam-Talbot), 5.59.

Over 3,000 c.c. (Open): 1, Dennis O'M. Taylor/Mrs. Taylor (3,442 Jaguar), 5.05; 2, J. C. Broadhead/J. Lilley (3,442 Jaguar), 5.15.

Over 3,000 c.c. (Closed): Stirling Moss/J. A. Cooper (3,442 Jaguar), 5.17.

Specials (Open): Dr. and Mrs. Charles Hardman (1,172 Dellow S.), 4.76.

Specials (Closed): K. S. Chitty/A. J. M. Chitty (918 Morris Minor S.), 6.39.

Starting Control Awards

Plymouth: G. H. Turnbull/R. Harper (2,262 Vauxhall), 5.21.

Manchester: Dr. and Mrs. Charles Hardman (1,172 Dellow S.), 4.76.

Kenilworth: Ken Rawlings/Lew Tracey (2,088 Vanguard Spl.), 4.80.

Norwich: A. C. Westwood/D. A. Cordee (995 Fiat), 5.65.

Cardiff: Mike Howellyn/R. H. White-Smith (1,250 M.G.), 5.08.

Glasgow: A. H. Senior/W. W. Metcalf (1,200 Austin), 5.55.

London: Cyril Wick/David Franks (1,250 M.G.), 5.10.

Harrogate: R. G. Godmark/D. R. C. Blackhall (1,250 M.G.), 5.07.

Concours d'Elegance

Class CA (Open): C. Oldbury (Sunbeam-Talbot).

Class CA (Closed): H. A. R. Fox (Birc).

Class CB (Open): P. F. M. Silcock (Morgan).

Class CB (Closed): A. G. Westbrook

(Morris Minor); 2, Bill Slocombe (Vauxhall); 3, W. J. H. Snellgrove (Vauxhall).

Class CC (Open): G. R. Newberry (Austin A40 Sports).

Class CC (Closed): R. Neate (Riley).

Class CD (Open): 1, Mrs. Lorna Snow (Jaguar); 2, C. M. B. Kite (Jaguar); 3, H. Crossley (Jaguar).

Class CD (Closed): 1, Stirling Moss (Jaguar); 2, L. Griffiths (Riley); 3, R. S. Smith (Sunbeam-Talbot).

Class CE (Open): E. Burt (Healey).

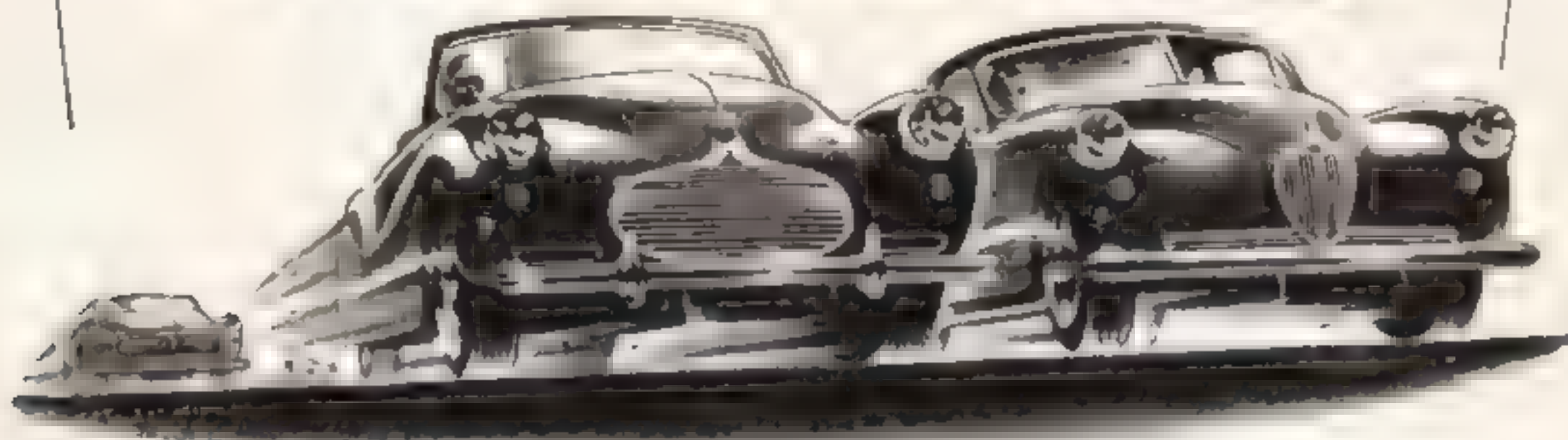
Class CE (Closed): Lieut. Col. N. Barrows (Healey).

Class CF (Closed): K. G. Cramp (Bristol 401).

GENERAL CLASSIFICATION

1, Dr. Charles and Mrs. Hardman (1,172 Dellow S.), 4.76; 2, Ken Rawlings/Lew Tracey (2,088 Vanguard Spl.), 4.80; 3, W. A. G. Goodall (2,088 Vanguard Spl.), 4.93; 4, P. H. G. Morgan/Mrs. Morgan (2,088 Morgan), 4.93; 5, J. H. and Mrs. Bury (1,250 M.G.), 5.08; 6, Dennis O'M. Taylor/Mrs. Taylor (3,442 Jaguar), 5.05; 7, R. H. White-Smith (1,250 M.G.), 5.08; 8, W. A. G. Goodall (2,088 Vanguard Spl.), 4.80; 9, N. R. Young (Ford Spl.), 5.10; 10, J. Minard (Millpool-Morford), 5.17; 11, C. Hogan (M.G. 1½-litre Saloon), 2.94; 12, J. Gibney (Ford Spl.), 3.64; 13, K. Wilkinson (Ford Spl.), 2.9; 14, M. Cavey (M.G. TD), 2.6; 15, D. O'Clery (Dellow S.), 5.21; 16, T. P. Ohle (Dellow S.), 7.94; 17, J. C. Broadhead/J. Lilley (3,442 Jaguar), 5.15; 18, R. S. Smith (Sunbeam-Talbot); 19, E. Burt (Healey); 20, Lieut. Col. N. Barrows (Healey); 21, K. G. Cramp (Bristol 401); 22, P. F. M. Silcock (Morgan); 23, A. G. Westbrook (Morris Minor); 24, C. Oldbury (Sunbeam-Talbot); 25, H. A. R. Fox (Birc); 26, R. 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CASTROL WINS



SIX CLASSES IN THE "DAILY EXPRESS" NATIONAL RALLY

UP TO 3,000 C.C. OPEN CLASS

W. A. G. Goodall (Morgan)

UP TO 2,000 C.C. CLOSED CLASS

L. F. Parham (Bristol)

UP TO 3,000 C.C. CLOSED CLASS

P. H. G. Morgan (Morgan)

UP TO 1,500 C.C. OPEN CLASS

J. H. Brooks (M.G.)

UP TO 1,500 C.C. CLOSED CLASS

P. G. Cooper (Hillman)

UP TO 1,100 C.C. OPEN CLASS

A. C. Westwood (Fiat)



THE MASTERPIECE IN OILS

Correspondence

Rapiers and the Lagonda Club

WHILST my personal inclination is to offer no comment on T. H. Wareham's letter, those who have so kindly supported the suggestion of a Rapier Register are entitled to hear some defence against this rather surprising outburst.

In the first place, I should make it quite clear that it was never our intention to form anything which would pretend to rival the well-established and highly respected Lagonda Club. The idea of a Rapier Register germinated in the summer of this year at which time the existing Lagonda Club Members' List showed six Rapier owners. It was felt, in view of the number of Rapier owners who were not members of the Lagonda Club, that some form of organization would be welcomed. Since publication of our first notice, the Lagonda Club has issued a new list of members, which shows some 30 Rapier owning members which, of course, puts a rather different complexion on the whole matter. However, those owners who have written to me, still have the option of joining the Lagonda Club—perhaps they will kindly let me know their feelings in the matter.

Turning to the main content of T. H. Wareham's letter, this appears to infer that we should attract Rapiers from his events! Nothing of the sort is intended. We use the word "Rally" in its pure dictionary sense: "To put dispersed forces into order". The intention of the Register is neither social nor competitive, but technical. This would leave members free to their own "Competition devices". As for falling off in entries for events, is this not the inevitable result of waning enthusiasm due to top heavy membership?

I trust that the foregoing will serve to allay your correspondent's suspicions and provide some answer to his "Slaughter of the innocents".

G. D. SEEH

SHEFFIELD, 10

Trials for Trials Cars

I NOTICE in the R.A.C. trials regulations that the trials cars to comply with championship rules must be very similar in design to sports-cars. This, I presume, is to enable sports-cars to enter for this sport.

Is this fair? After all, we don't alter Formula 1 racing so that sports-cars stand a chance. Sports-cars are catered for in night trials, rallies, sprints, hill-climbs and racing. Can't they leave car trials as a specialized sport and keep it to the high standard to which it has been kept up till now?

PAUL B. GADSDON

SHEFFIELD, 7.

Rallies and Driving Tests

As a competitor in the Eight Clubs' First Eastbourne Rally (which I trust will not be the last), I was much interested by Wilson McComb's account of it in your issue of 10 November. I thought the Rally an excellently tough event, well organized and worthy of a much larger entry.

Personally, however, I was a little disappointed that the organizers, having ingeniously devised a brilliant Road Section of such severity that no competitor could complete it on time, felt it necessary in calculating the results to attach equal, if not greater, importance to the times recorded in the driving tests. Lateness at road controls was penalized at five marks per minute, but one penalty mark was added for each fifth of a second taken to complete the three driving tests (one was used only to decide ties). The competitor with the lowest aggregate was declared the winner.

Thus, lateness at road controls could be, and was, redeemed by good performances in the driving tests.

In the Night Driving Test at Chedworth, for example, the difference between the fastest and the slowest driver was 170 penalty points, equivalent to no less than 34 minutes lateness at a road control.

To me this seems to attach undue importance to a test lasting, on an average, well under 50 seconds. Further, such a marking system did not make the competitor who had lost the least marks for lateness at road controls and regularly check-points, i.e., the competitor who had returned best performance on the road section proper, the winner of the Rally.

This comment is in no way meant to detract from the brilliant performance of my friend Hollic Birkett and his

crew. Indeed if such a method of selecting the winner can always guarantee that a superlatively driven Morris Minor will beat the super sports-cars, it has a great deal to commend it.

Nevertheless, I must cast my vote with Wilson McComb. If rallies are to be won by fast manoeuvring either on seaside promenades or at dead of night on disused aerodromes, why not proceed straight to the scene of battle instead of wasting expensive petrol and losing valuable sleep by dashing around a circuitous and difficult road section under vile weather conditions?

My personal opinion is that a British Rally is not really worth competing in unless the road section is difficult enough to find the winners, and driving tests are used only to decide ties amongst those who have lost no, or an equal number of, marks on the road section, and certainly never to compensate for marks lost by lateness on the road.

This is, of course, the Continental viewpoint so successfully adopted by "Goff" and Nina Imhof and their organizing committee in the recent London Rally, which, in my opinion, was the best Rally run in Great Britain this year.

If, however, an over-subscribed entry list is a true index that the organizers are providing what the customer wants, the London Rally and the M.C.C./Daily Express Rally both do just that.

Yet in basic conception they are diametrically opposed. The London Rally, with a stiff road section on which only the elite are unpenalized, finds the winners on the road. The Daily Express, with a long but easy road section which penalizes few, finds the winners only by a series of tests, or, as in 1951, virtually by one test.

Having, perhaps rashly, openly elected for the London Rally type of event, possibly supporters of the Daily Express type of event will explain just why I am foolish not to be interested in a Rally in which 1,000 miles and 46 hours continuous motoring is decided by a series of tests lasting, in aggregate, rather under 10 minutes. Neither type is, of course, a car-wrecker.

I am sure that the answers to this query, if any will be of assistance not only to myself but to Rally organizers, such as the Eight Clubs' Committee, whose only object is to please most of the customers all of the time.

JOHN GITT

ST. ALBANS

Cost of Accessories

THE recent complaint by the Birmingham Transport Committee of price-fixing in the motor-tyre industry leads me, as a private motorist, to ask if prices of motor accessories generally are not too high?

Some justification of the high retail cost of such items as, say, sparking plugs, is long overdue from both manufacturers and distributors, and surely the very number of firms trading as "Wholesale Motor Accessory Dealers" is in itself an indication of the high profit margins involved?

G. B. SEAMAN

SHEFFIELD, 10



Drivers and Driving

I READ with interest J. D. Baxter's letter in the 7th November edition of AUTOSPORT regarding whether the car had a great deal to do with their drivers becoming perpetual winners. I agree that the car does to a certain extent help a driver in speed, stamina, stability, etc., but surely any second-rate driver couldn't get into a Ferrari and start winning big races like Fangio or Ascari. These drivers and others, too, have through a good many years built up an experience which enables them to exploit their machines to get as much out of them as possible without breaking something, and clipping seconds off their opponents by choosing the correct line for the fastest drift on the corners and applying brakes and accelerator at precisely the correct fraction of a second. This is what wins races. Maybe Ascari in a Ferrari wins a Grand Prix, but I'm sure he wouldn't be far off in a Cooper-Bristol.

Remember Bob Gerard at Charterhall, J. D.?

ALISTAIR ANDERSON

GLASGOW

Recognition for Rally Crews

I WISH to express my dissatisfaction with the present method of publishing only two competitors' names in the list of entrants, in B.B.C. commentaries and in newspaper reports, in which a crew of three participate.

It seems grossly unfair to me not to mention *all* members of a crew who obviously share equally the trials and tribulations experienced in rallies such as these.

If it is too cumbersome to mention the crew of three, then only the name of the entrant should be published.

MARGORIE J. TANNAHILL

HARROW

Doesn't Like the Bond Article

As a buyer of every copy of AUTOSPORT since its inception, I trust you will allow me a little space in your columns.

I discontinued taking the other motoring journals because my interest lies solely in "The Sport" and not in articles on how to travel 10,000 miles in six months around Europe! These can be found in profusion in the others, while in addition there are at least two other magazines devoted to motor-cycles and "motor tricycles not equipped with means for reversing".

J. A. BURGESS

CHEADLE, CHESHIRE

A Real English Road Circuit

FURTHER to my recent letter regarding a road circuit for this country, I would thank AUTOSPORT most sincerely for taking up this matter. I was also pleased to have the support of my friend Frank Ambler and most interested in the correspondence between Mr. W. H. Green and Miss Pat Hornsby-Smith, M.P.

I was delighted to read the Editorial that AUTOSPORT would challenge the statement that a suitable circuit could not be found without causing inconvenience to other road users. Motor-racing enthusiasm is now higher than ever before in this country and I would appeal to AUTOSPORT to press for further action in the matter. If this can be done it will have the full support of every enthusiast in the country. As to any finance that may be required, I am sure that all members of sporting motoring organizations would gladly subscribe.

JOHN H. FARRAR

NORTHOWRAM, NEAR HALIFAX

IN the Editorial of 14th November, there was a guarantee to submit for official approval a road circuit which possesses none of the snags referred to in the letter from the Ministry of Transport.

Thus it would appear that the only obstacle to be overcome is Section 13 of the Road Traffic Act, 1930. I consider that the only way to overcome it is to use public opinion, and I suggest that this could be done best by means of the various motor clubs. If petitions are drawn up by local Hon. Secs. and signed by members at local meetings, and then sent to the relevant M.P. or direct to the Ministry of Transport, there might be some response. A few readers may possibly have come across a similar campaign to retain "The Blood Sports",

which I believe was successful. Anyway it might be worth a try.

To end I must protest against the remarks on taxation made last week by M. Matthews. I suppose he is unaware of Vintage, Veteran and Edwardian cars which don't cost £3,000, but sometimes have large quantities of c.c.s or rated h.p.s. I admit there should be a concession for the small car owner from £12 10s., but let's leave the large cars alone.

W. R. McCONNELL

CREWE

That New British Engine

MR. BAIRD made a most generous offer through AUTOSPORT a little while ago and the response he has so far received is just two letters.

This is disgusting and most disheartening, and I could not agree more with the views expressed in a letter I received from Mr. Baird from which I quote:

"In view of the lack of promises of public support, I feel this hardly worthwhile bothering further in the matter. What it amounts to is as far as I can see that people are prepared to talk and write but when it comes down to brass tacks they do not appear to want to give any concrete support to such a scheme. Of course should I receive any encouraging offers I would naturally be prepared to continue although the lack of replies does show that there are a lot of people with feet of clay."

P. DENDY

CHELMSFORD, ESSEX

(See Editorial Comment, page 653.)

A Really Cheap Small Car

OUR interest having been aroused by "Two Banger's" letter in last week's issue, we should like to put forward our suggestions for an economy motor-car, the need for which is undisputed.

Your correspondent's figure of h.p. obtainable from current motor-cycle units is in error since from around 650 c.c. the average power obtainable is 14 h.p. and we feel that these "extra" 8 h.p. would make some difference to any motor-car being designed.

Having got this off our chests, let us now design our motor-car.

Power Unit: Vertical twin. Either Triumph or B.S.A. 650 c.c. dry sump or alternatively Royal Enfield 700 semi-wet sump. Turned 90 degrees to run "in line".

Transmission: Motor-cycle type clutch driving 4-speed gearbox with geared-up top, with approximate ratios of 13 to 6.5 and geared-up 4.5 to 1 in unit with a normal live axle sprung by semi-elliptics.

Front Suspension: Morgan type r.f.s. with rack and pinion steering. Hydraulic brakes on 15-in. wheels of the 4CV Renault-type. Tubular chassis to allow the choice of body-work. This would also facilitate small series production which an integral body design would not, four-seater body-work is adequate and would not overload the motor, nor would it lead to over-brown coachwork.

General: Petrol tank under rear seat. Luggage and battery under "bonnet" in front. Spare wheel buried in between wing and body. Six-volt electrics in order to use existing machine dynamo. SU petrol pump and carburetter. Whole body to be as near as possible "tear drop" shape.

From the above, we should anticipate a performance of approximately 70 m.p.h. and 50 m.p.g. with fairly brisk acceleration in standard form.

It will be seen that we have made as much use as possible of existing units, which should avoid the heavy initial tooling costs, which are the bane of most motor manufacturers.

Whilst writing this letter, we would remind your correspondent Mr. M. Matthews that the ownership of a 30 h.p. car has not always meant the expenditure of £3,000 and in view of the substantial revenue obtained by the Government from petrol taxation, the man with the large car is already paying very heavily for the privilege of running our overcrowded and under-maintained British roads. Furthermore, we consider that any attempt to tax a motor-car according to the size of its engine is a retrograde step which cannot be too heartily condemned.

Frankly, we think that the scheme for an "A.S.C." is a great idea.

"CROWN WHEEL" AND "PINOON"

EAST DULWICH, S.E. 22

NEWS FROM THE CLUBS

BUGATTI O.C. WELSH RALLY

THE Bugatti O.C.'s closed invitation Welsh Rally for 1952 takes place on 6th/7th December. Clubs invited to join the promoting body in this event are Bristol M.C. and L.C.C., Cheltenham M.C., London M.C., M.G.C.C., Sunbac, Tenby M.C. and the N. Staffs M.C.

The Rally will comprise a 138 mile road section on the first day, including a speed regularity test on the Epynt mountain circuit, and a 186 mile road section on the second day, taking in a timed climb of the half-mile Tvdstep hill.

On the social side, the evening of the first day will be spent at the Royal Castle House Hotel in Tenby, and a private film show will be given at 11 p.m. in the adjoining Royal Playhouse Cinema.

Full details and entry forms can be obtained from the Secretary of the Meeting, W. David Porter, of Evesbatch Court, Bishops Cleeve, near Worcester. Entry-closing date is Friday, 28th November.

TORBAY RALLY

ON Saturday, 25th October, the Torbay Motor Club held their first "Torbay Rally" as a closed to club event. The start was at the North Quay Car Park and 23 cars competed, there being one non-starter.

The route led competitors through Paignton to Totnes, and then on to Buckfastleigh. From there they were headed for the first control and Test "A" at the Forest Inn, Hexworthy. This consisted of an acceleration test downhill, taking in two very tricky hairpin bends, and stopping astride the finishing line. Good times here were put up by Walter C. Marrett (Singer Roadster) in 18.6 secs, and A. M. Turnbull (Vauxhall Velox) in 17.6 secs., C. M. B. Kite (XK 120 Jaguar), 16.4 secs. and N. A. H. Cordwint (Wolseley 6 80) in 18.4 secs.

Competitors then continued to Two Bridges and on to the Exeter-Morton-hampstead road for seven miles of fast driving, then along little-used roads across the heart of the moor to Control 11 and Test "B" near Widdicombe in the Moor. On Test "B" competitors



TEST B: N. A. H. Cordwint's 6'80 Wolseley heels well over through the Chicane, during the Torbay M.C.'s Rally.



WHAT'S TO DO WITHOUT DAGENHAM? Yet another of the innumerable Ford-engined trials cars, P. G. Cooper's Special seen during the Centur M.C.'s Knowland Trophy Trial on 9th November.

started on Line A, accelerated uphill to Line B, stopped astride, and carried on to a flying finish at Line C. By far the fastest time here was put up by C. M. B. Kite in his XK 120 in 11 secs. dead, the nearest to this time was 13 secs. by P. Ely in an M.G. TC.

From here a simple run to the last time check at Haytor took competitors back to Torquay and the final control. In the afternoon, four tests were held on Meadfoot sea road, including a speed hill-climb in which the best time was set up by C. M. B. Kite in 30 secs., with G. H. Turnbull next best in 33.6 secs.

At the Dance that followed, awards were presented by the Mayor of Torquay, Alderman T. J. Reeves Taylor, J.P. Next year the club hopes to stage this event as a C.I. Rally.

RESULTS

Rally Winner: C. M. B. Kite (Jaguar)
Runner-Up: N. A. H. Cordwint (Wolseley)

Class A: R. K. Bradford (M.G.)

Class B: D. J. Ashford (Jowett)

Class C: C. M. B. Kite (Jaguar)

Class D: N. A. H. Cordwint (Wolseley)

Team Award: W. Marrett (Singer), I. Chard (Ford) and G. Turnbull (Vauxhall)

HOFFMANN M.S. TREASURE HUNT

THE Hoffmann Motoring Section (an offshoot of the Hoffmann Athletic and Social Club formed by employees of the well-known bearing manufacturing concern) is now nine months old, and has an enthusiastic membership of 50. They recently staged a very successful Treasure Hunt over a 75 mile route, starting from the Hoffmann Social Centre.

The first of 19 entrants left at 1.30 p.m. to seek the first clue, which was very cunningly concealed in an overhanging tree trunk in the middle of the ford at Terling. From here the route

led due east to Langford Railway Halt and on to Goldhanger sea wall. Having inspected the marshes and surrounding district thoroughly, the now hard-pressed competitors were turned inland again to Birch Reservoir, and on to Bures, Suffolk.

The remainder of the run constituted the return journey, with clues at various points via Halstead, Braintree, Waltham, and back to the Social Hall, Chelmsford, where the final clue was found firmly fixed to the Main Gate. This instructed the tired drivers and crews to proceed to the Spinney Café, Danbury, where a welcome tea had been arranged for all.

The results were as follows:—

1, Hibbell (Morris 8), 88 points; 2, Alston (XK 120), 88, 3, Yarrow (Ford 10), 82, 4, G. Gulliver (Bentley), 81.

LEICESTER C.C.'s JOHN BULL TRIAL

ON Sunday week, 30th November, the Leicestershire C.C. are holding their John Bull Sporting Trial over a 40-mile course, starting from Loe Street Car Park, Leicester, at 10.30 a.m. An invitation event, the "John Bull" is open to members of Sunbac, Peterborough M.C., Shenstone and District M.C.C., Northampton C.C., and the Loughborough College M.C. The closing date for entries is 26th November (first post). The Secretary of the Meeting, to whom they should be sent, is K. M. Towle, of 136, Wharf Street, Leicester.

C. & A. TRIAL CANCELLED

COMPLETE absence of entries caused the Caernarvonshire and Anglesey M.C.'s President's Trophy Trial to be cancelled on 16th November. Permission is to be sought to hold it in the New Year, when, the organizers hope, the course will be even stickier than the present one promised to be.

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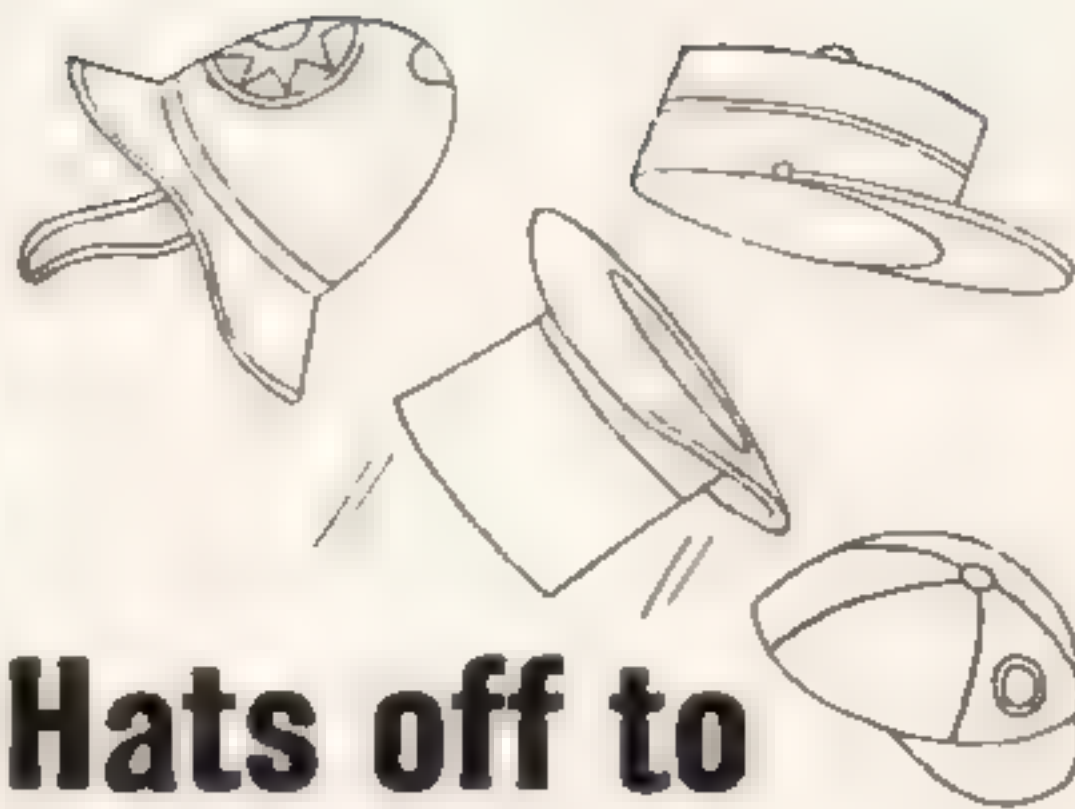
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News from the Clubs—continued

TOMORROW—THE "FEDDEN"

STARTING from The Compasses, Tormarton, Glos, at 10 a.m. tomorrow, 22nd November, the Fedden Trophy Trial of the Bristol M.C. and L.C.C. is a well established classic event open to the Cheltenham, London, Taunton, Southsea, Sunbac, Sheffield and Hallamshire and West Hants and Dorset Clubs. The 65-mile course includes at least seven observed hills, and is divided up into two circuits for odd and even numbered competitors, to avoid delays.

SOUTHSEA M.C. TEAM TRIAL

THIS Sunday, 23rd November—the day after the Fedden Trophy Trial—the Southsea M.C.'s Second Annual Inter-Club Team Trial and Hunt Trophy Trial will be contested on the Longmoor Testing Grounds, Hants.

Open to teams from any recognized Club, the Team Trial was won last year by the London M.C., who thus hold the Southdown Team Trophy. The Hunt Trophy is awarded to the Southsea M.C. member making best performance on the same course, which is about 10 miles in length, mainly on military land. The start is from the Deer's Hut Hotel, Longmoor, near Liphook, Hants, first competitor leaving at 11 a.m.

PUBLIC SCHOOLS M.C. RALLY

THIS November Rally of the Public Schools' M.C. takes place on Sunday next, 23rd November, over a course taking in parts of Suffolk, Essex and Hertfordshire. Navigation and driving tests are included. This is a closed event, with a maximum of 50 starters.

The P.S.M.C.'s Annual Dance is booked for Friday, 5th December, at the Knoll House, Orpington, Kent. Details of this, and other Club events are obtainable from the Hon. Sec., J. E. B. Hissey, of 11 Collingham Road, London, S.W.5.

MERCEDES-BENZ CLUB FILMS

THE Shell-Mex film of the 1952 Le Mans 24 Hours race will be shown to members of the Mercedes-Benz Club on Saturday, 29th November, at the King's

COMING ATTRACTIONS

November 21st. M.G.C.C. (Eire) Night Trial

November 22nd. Bristol M.C. and L.C.C. Fedden Trophy Trial. Start, Compasses Hotel, Tormarton, Glos, 10 a.m.

Herts County A. and A.C. Night Navigation Trial. Start, Panshanger Aerodrome, Hatfield, Herts, 6.30 p.m.

Thames Estuary A.C. Night Navigation Trial.

Ulster A.C. Trial, N. Ireland

November 22nd/23rd. Northampton and Dist. C.C. Night Navigation Trial. Start, Blisworth Hotel, Blisworth, Northants, 9 p.m.

November 23rd. Southsea M.C. Inter-Club Team Trial and Hunt Trophy. Start, Deer's Hut Hotel, Longmoor, near Liphook, 11 a.m. Public Schools M.C. November Rally, Suffolk, Essex and Herts Chichester M.C. Night Navigation Trial. Start, Fleece Inn, Chichester, 6 p.m.

Newcastle and Dist. M.C. Trial Torbay M.C. Rally, S. Devon.

November 25th. Tunbridge Wells M.C. Rally, Kent

Arms Hotel, Hampton Court, beginning at 8 p.m. As the race resulted in a Mercedes 1-2 victory, it is appropriate that this Club should have been favoured with the first release of this new film. Shell-Mex have also presented the M.B.C. with a copy of the film.

The lounge bar below will be available to members before and after the show, also the usual snack bar and dining room service.

LONDON M.C. ANNUAL DINNER

THE Annual Dinner/Dance of the London M.C. will be held on Tuesday, 9th December, at the Park Lane Hotel, London, W.1, commencing at 6.45 for 7.30 p.m. Sydney Jerome and his Orchestra and Butlin's Square Dance Team with Wally Goodman as caller will aid in the evening's entertainment.

A.M.O.C. CHRISTMAS PARTY

THE Christmas Party and Annual Prize Giving of the Aston Martin O.C. will be held on 6th December, at the Rubens Hotel, Buckingham Palace Road, beginning at 7 p.m.

A good buffet supper and ample refreshments are being laid on, and the intention is that this will be the finest A.M.O.C. party yet. Club trophies will be presented and it is hoped that a really large gathering will result. Tickets, at 10s. 6d. each, can be obtained from George Taylor, of Orchard Cottage, Stompond Lane, Walton-on-Thames.

LANCS AND CHESHIRE DINNER DANCE

THE Lancs and Cheshire C.C. will hold their annual Dinner/Dance and Presentation of Awards on 4th December, at the Grand Hotel, Manchester. Tickets, at 25s. each, are available from any committee member of the club.

BMW CAR CLUB FORMED

THE BMW Club was duly formed on 7th November at a meeting of the BMW Register.

A Committee was appointed and is now working out details which will be available towards the end of this month.

Details of the club will be sent automatically to those owners who had joined the Register, and to any other interested owners who care to contact the Hon. Sec., R. J. T. Hewitt, at 5 St Leonard's Court, East Sheen, S.W.14.

CLUB FIXTURES

- M.C.C. Dinner/Dance, 21st November, Park Lane Hotel, Piccadilly, W.1, 6.30 for 7.15 p.m.
- West Hants and Dorset C.C.—Dinner/Dance, 21st November, Grand Hotel, Bournemouth, 7.30 for 8 p.m.
- "W.O." Club, Midlands Party, 22nd November, 2 Vicars' C.C., Bristol Road, Birmingham.
- Wentley D.C.—Meetings, 22nd November, Southgate Hotel, Winchester, from 7.30 p.m.
- 24th November, Blacksmith's Arms, Thornwood Common, Essex, 8 p.m.
- 27th November, Old Talbot Hotel, Ripley, Surrey.
- Northampton and Dist. C.C.—General Meeting and Film Show, 24th November, Spencer Arms, Church Brimston, 8 p.m.
- A.C. O.C. Trip, 26th November, Marlborough, Hants, London, W.1.
- Aston Martin O.C.—Film Show, 26th November, British Council Cinema, Hanover Street, W.1, 7 p.m.
- Kenilworth C.C.—Social gathering, 26th November, Royal Oak, Green Street Green, Farnborough, Kent, 8 p.m.
- 750 M.C.—Meetings, Midlands Centre, 26th November, Forest Hotel, Dorridge.
- Southern Centre, 26th November, The B. Book.
- Chikera C.C.—Last Wednesday meeting, 26th November, The George Beaconsfield, 7.30 p.m.
- Vintage S.C.C.—Last Thursday meeting, 27th November, Jolly Farmer, Enfield, Middx., and The Crescent, Ilkley, Yorks.
- Southsea M.C.—Social Evening, 27th November, Aero Club, 8 p.m.
- Cheltenham M.C.—Speed Motage Judging Contest, 27th November, Start 7 p.m.

THROUGH DIFFICULTIES

THE Per Ardua M.C., open to R.A.I. and R.A.A.F. serving members, held its first competitive meeting in continuous rain at Duxford on 2nd November. This 2-litre Lagonda is being driven blindfold by G. A. L. Elliott in one of the tests.



News from the Clubs—continued

EASTERN COUNTIES NIGHT
NAVIGATION TRIAL

A NIGHT Navigation Trial is being run by the Eastern Counties M.C. on Saturday, 29th November, beginning at 6 p.m. at Raydon Airfield, near Ipswich.

The route lies entirely over metalled roads, which suggests an easy event but one can suspect some minor difficulties somewhere. Ordnance Survey Map 149 (1 inch series) is essential, together with the usual paraphernalia of night trials. The event finishes at 9 p.m. at the Black Tiles Restaurant, Martlesham, where the happy but exhausted winner will receive the Stevold Trophy. Supplementary Regulations can be obtained from E. Kinnell, 49 Princethorpe Road, Ipswich.

Other forthcoming events include a film show of Esso films on 10th December, at 7.30 p.m., at the Royal George, Colchester Road, Ipswich.

A Special Christmas Attraction is a Scavenger Hunt on Saturday afternoon, 27th December, in which the organizers promise to combine a Christmas Party with a truly terrifying Hunt.

The E.C.M.C. Gen. Sec. (Mr. L. H. B. Hatherell) has had to relinquish his office and the duties are now being undertaken by N. G. Perkins, 1 Latrice Avenue, Ipswich (Tel: Ipswich 761100).

E.C.M.C. DINNER DANCE

LARGE numbers of Eastern Counties M.C. members and guests, many more than the organizers had optimistically expected, attended the Annual Dinner on Friday, 7th November, at the Crown and Anchor Hotel, Ipswich. Nevertheless, the organization more than coped with the late entries. Among the guests was Mr. J. Crawford (Chief Constable of Ipswich) who, responding to the toast of "The Guests", said that it was obvious that club affairs were prospering, a sentiment endorsed by all present.

After the distribution of prizes (more than 100 in all) by Mrs. L. J. Coe, festivities continued until the early hours. The function was undoubtedly an excellent finale to the year's activities.

The main trophies were awarded as follows:—

Suffolk Trophy: R. N. Richards; Woodbridge Trophy: J. Risk; Mann Egerton Cup: F. C. Davis; Egerton Cup: O. Moore; Norwich Cup: J. Sarginson; President's Trophy: D. J. Morley; and the Richards Trophy: J. Risk.

"AUTOSPORT" DIRECTORY OF THE CLUBS—21

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National Hill-climb, Open Spring Meeting, Prescott (May)

Race Meeting, Silverstone (June)

Members' Day, Hill-climb, Prescott (July)

International Hill-climb, Formula 3, Prescott (July)

Inter-Club Hill-climb, Prescott (August)

International Hill-climb, Prescott (September)

Dinner and Dance, London (October)

Headquarters: Prescott Estate (but no residential facilities and used only on Hill-climb days)

Meetings: No fixed meetings

Bulletin: *Bugattica*, quarterly, printed, illustrated. Editor: C. W. P. Hampton, Spronkett, Bolney, Sussex.

Whether associated with the R.A.C.: No

Approximate membership: 750

Prominent Past or Present Members: G. E. Abecassis; Sydney Allard; Peter Collins; Bob Gerard; Raymond Mays; R. D. Poore; Peter Walker; P. N. Whitehead

Annual Subscription and Entry Fees: No Entry Fee. Annual Subscription £2 2s.


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ROLLS-ROYCE CLUB RALLY

THE Rolls-Royce, Ltd. M.C. held their closed Dorey Trophy Rally on 9th November. Starting from Crewe, the 29 entrants first took part in a driving test, in which C. B. Taylor (M.G.) and K. Bagshaw (M.G.) shared best time with 54½ secs. The road section, leading across into Wales, was divided into four parts, with check points at Ilanefydd, Bylchau, Maerdy and Nantwich, Cheshire; a 1 in 3½ test hill at Llanfair P.H. proved nicely "gooey" with wet leaves, but failed only one competitor.

The Rally winner proved to be C. B. Taylor, of the Derby works, who will be remembered for his racing two-stroke motor-cycle, the C.B.T., which he entered for the T.T. pre-war.

RESULTS

General Classification: 1 C. B. Taylor (M.G.) 2 C. Slack (Morris) 3 N. S. Webster (Ford)

Class Winners. Under 1,500 c.c. (Open): D. H. Growcott (M.G.)

Under 1,500 c.c. (Closed): N. S. Webster (Ford).

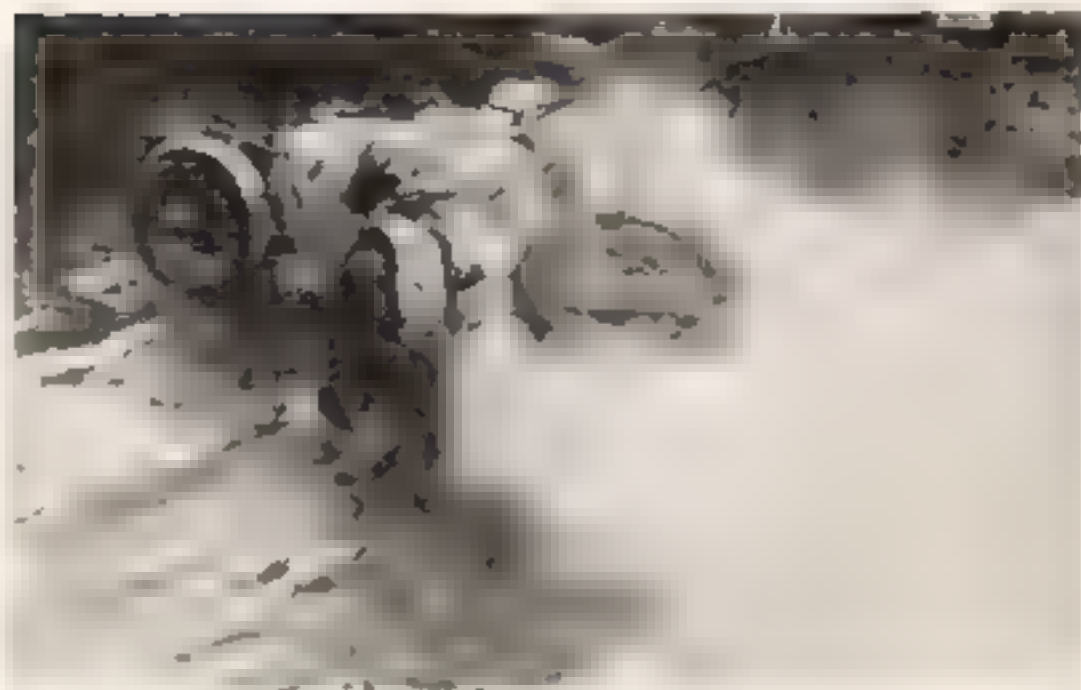
Over 1,500 c.c. (Closed or Open): C. Slack (Morris)

Team Prize: Crews Design Team: R. G. Cooper (Morris) N. S. Webster (Ford) and C. H. Monk (Riley)

M.U.M.C. CHRISTMAS RALLY

ENTRY forms are now available for the Manchester University M.C.'s Christmas Rally, which will take place on Saturday and Sunday 13th-14th December. This is an invitation event open to

★
MUD AND STEAM—Keith Wilkinson's Ford Special stirs up the mud hole at Calary, during the Leinster Club's G.V.B. Cup Trial, held last week. A report of this event, won by Kevin Murray, will be published next week
★



the BARC, M.G.C.C., C.U.A.C., Oxford U.M.C., Leeds U.M.C., Liverpool M.C. and Bolton & Moors M.C.

Entries at £1 per car, or 10s per team, should be sent to the Secretary of the Meeting, C. R. Thomas, at the University Union, Burlington Street, Manchester, 15.

WINDSOR C.C. FILM SHOW

A film show, an annual Windsor C.C. social event which is becoming increasingly popular, was held at the Castle Hotel on Wednesday 29th October.

The programme which was kindly arranged by Esso consisted of four excellent colour films; two of these dealt

with recent meetings at Goodwood and were followed by an interesting documentary on the Fawley Oil Refinery. The highlight of the evening was a brilliant film of the Le Mans 24 Hour Race.

The club was pleased to welcome such an enthusiastic audience.

CUMBERLAND S.C.C. DINNER DANCE

The Cumberland Sporting Car Club will hold their annual Dinner and Dance at the Royal Oak Keswick on Friday 11th December. Guests of honour will be Mr and Mrs. David Scott Moncrieff. Tickets can be obtained from the Hon. Secretary, C. W. A. Sater, of Scaleby, Carlisle.



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- 1946 JAGUAR 1½ sps. sls., grey red, down seat covers & very nice car. £445
- 1947 JAGUAR 1½ special equipment, sls. heater, polish, mud, mileage. £335
- 1949 JAGUAR 1½ sls., beautiful condition, one owner only. £495
- 1936 JAGUAR 2½ sls., a fast, powerful car runs well, good tyres. £175
- 1940 JAGUAR 2½ sls., special equipment and identical to post-war. £365
- 1947 JAGUAR 2½ sls., finished in grey, heater discs, seat covers. £345
- 1948 JAGUAR 2½ drophead four-seater coupe immaculate order throughout. £495
- 1948 JAGUAR 3½-litre sls., 19,100 miles & very beautiful car. £665
- 1950 JAGUAR Mark V sls., 3½-litre, superb order throughout. £995
- 1938 TALBOT 10 h.p. sports sls., Cambridge Nuc, nippy performance. £245
- 1939 SUNBEAM TALBOT 10 four-seater d.h. coupe, smart, serviceable little car. £345
- 1939 SUNBEAM TALBOT 10 open 4-seater sports, outstanding performance. £295
- 1940 SUNBEAM TALBOT 2-litre drophead, a very fast car, delightful performance. £195
- 1947 SUNBEAM TALBOT 10 h.p. sports sls. maroon, red leather, fitted radio, mud-erase mileage. £475
- 1934 TRIUMPH 10 sls., special series engine dual carbs, quite a fast car, bills available for overhaul. £145
- 1948 SINGER 9 4-seater open sports, fitted radio and £70 of extras, extremely fast and in superb order, immaculate bright red finish. £395
- 1939 SINGER 9 4-seater open roadster similar to post-war series, Cambridge blue & white. £195
- 1936 SINGER Le Mans 2-seater, dual carbs, etc., very fast. £175
- 1933 HILLMAN 10 drophead four-seater coupe Tickford body styling. £165
- 1951 HILLMAN Phase IV Convertible coupe B.M.T.A. powered, as new. £645
- 1939 BSA 10 h.p. cruiser, F.W.D. series V-twin. £175
- 1935 BENTLEY 2½-litre sls. by 3½. £795
- 1938 ALVIS Silver Crest 20 h.p. sports sls. in Alvis stock, outstanding performance. £295
- 1934 ALVIS 12 h.p. Firefly sports sls., scarce model, excellent runner. £95
- 1938 ALVIS Speed 25 new sls. by Mulliner many special features. £395
- 1939 ALVIS 12 h.p. sls. in dark blue, recently overhauled. £395
- 1933 M.G. Midget 72 series, bright red, good body & tyres, snappy performance. £145
- 1934 M.G. Midget green and cream, 280 overhaul to engine and gearbox, brakes re-lined, outstanding order. £195
- 1939 M.G. Midget TA series, in maroon and beige, very sound order. £325
- 1946 M.G. Midget TC series, in very good all round condition. £145
- 1949 M.G. 1½-litre sls., in duo-green, fitted heater, moderate mileage. £495
- 1938 M.G. 1½-litre 12 h.p. open 4-seater sports, British racing green, a very fast car with good looks. £195
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911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 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2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 3099, 3101, 3103, 3105, 3107, 3109, 3111, 3113, 3115, 3117, 3119, 3121, 3123, 3125, 3127, 3129, 3131, 3133, 3135, 3137, 3139, 3141, 3143, 3145, 3147, 3149, 3151, 3153, 3155, 3157, 3159, 3161, 3163, 3165, 3167, 3169, 3171, 3173, 3175, 3177, 3179, 3181, 3183, 3185, 3187, 3189, 3191, 3193, 3195, 3197, 3199, 3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 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3583, 3585, 3587, 3589, 3591, 3593, 3595, 3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731, 3733, 3735, 3737, 3739, 3741, 3743, 3745, 3747, 3749, 3751, 3753, 3755, 3757, 3759, 3761, 3763, 3765, 3767, 3769, 3771, 3773, 3775, 3777, 3779, 3781, 3783, 3785, 3787, 3789, 3791, 3793, 3795, 3797, 3799, 3801, 3803, 3805, 3807, 3809, 3811, 3813, 3815, 3817, 3819, 3821, 3823, 3825, 3827, 3829, 3831, 3833, 3835, 3837, 3839, 3841, 3843, 3845, 3847, 3849, 3851, 3853, 3855, 3857,

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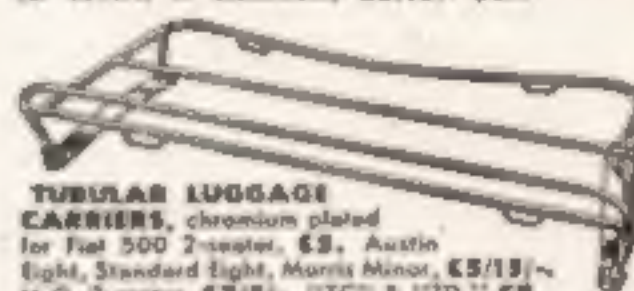
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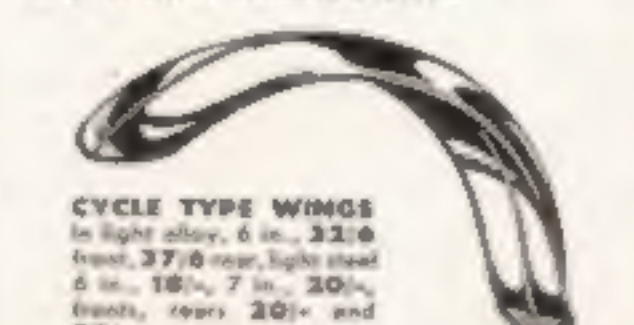
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